

VILLAGE OF MATTESON, IL



STREETSCAPE IMPROVEMENT PLAN



June 8, 2020



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Acknowledgments

Village Staff

Sheila Y. Chalmers-Currin, Village President

Anthony Burton, Village Administrator

Gordon Hardin, Superintendent of Public Works

LaVern Murphy, Deputy Director of Economic Development & Marketing

Rama Raman, Planner, Economic Development

Steering Committee Members

Ron McCullough

Marilyn Stewart

Cecile Orr

Ella Howard-Davis

Percy Scott

Ricky Marks

Loralie Swan

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Consultant Team



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INTRODUCTION



The Purpose of the Streetscape Improvement Plan

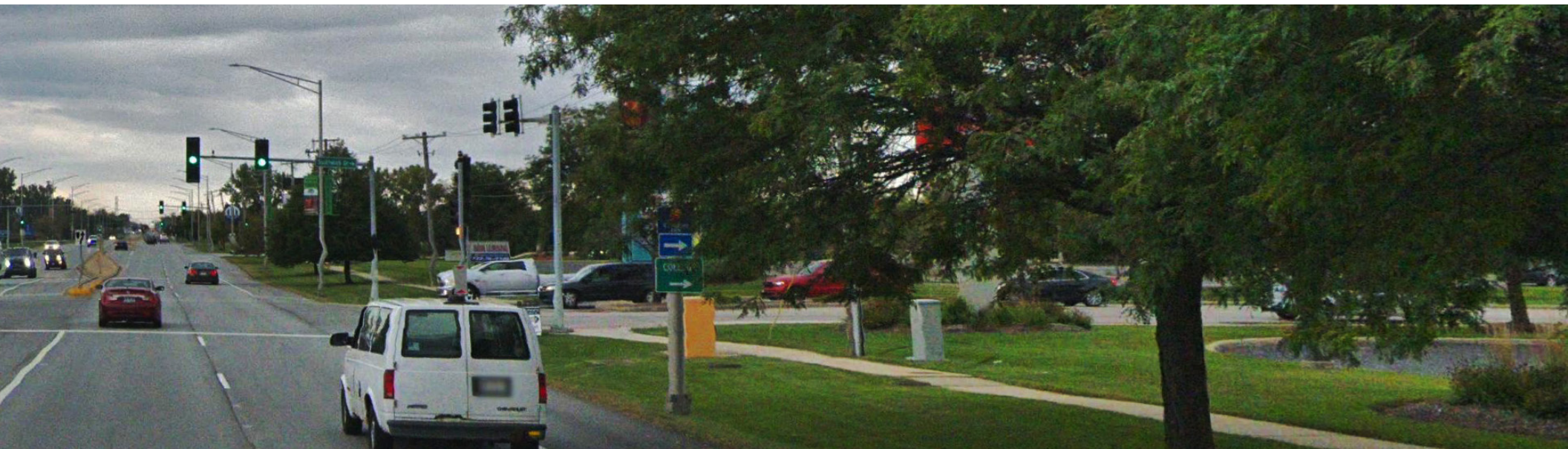
The Streetscape Improvement Plan for Matteson will provides guidance on key recommendations and strategies to create a functional and beautiful multi-modal environment. The consultant team has conducted research and analysis to understand the issues and opportunities of the US-30 and Cicero Avenue Corridors. This analysis informs future policy recommendations for land use, transportation, economic, streetscape improvements, and urban design strategies.

The Planning Process

The planning process for the Matteson Streetscape Improvement Plan consists of four tasks.

- **Phase 1 Evaluate** - The “kick-off” for the project involved an initial meeting with the Village Mayor and Staff to frame the direction of the Streetscape Improvement Plan. During this phase, the consultant team reviewed past plans and began collecting study area data from a variety of data sources to evaluate each Corridor’s characteristics.
- **Phase 2 Investigate** – In the second phase of the project, the consultant team will conduct public outreach activities to solicit input from Village residents, business owners, Steering Committee members, and Village leadership. Public engagement will include key person interviews and a public workshop. The Existing Conditions Report and the input received will guide the consultant team to draft a set of vision and goals for the Village to review and public to validate.

- **Phase 3 Enrich** – In this phase, the Vision and Goals Statement provided the consultant team a framework to develop Key Recommendations for the Draft Streetscape Improvement Plan. The consultant team hosted a second public workshop to gain public input on the Key Recommendations. The input received informed the draft Streetscape Improvement Plan for the Village and Steering Committee members’ review.
- **Phase 4 Envision** – The consultant team incorporated input received from the Village and Steering Committee members to finalize the Streetscape Improvement Plan. The final plan includes an implementation and phasing plan. The final draft plan will be presented to the Village for formal adoption.



Key Objectives of the Plan

The Streetscape Improvement Plan for the Village of Matteson satisfies a variety of the Village's goals for transportation and quality of life. The planning objectives to develop the US Route 30 and Cicero Avenue Streetscape Improvement Plan for the Village of Matteson are grounded in innovative thinking about how to achieve the community's vision and goals for its future. Matteson is at an advantage to other south suburban communities because of its robust transportation infrastructure. A coordinated bus system and major roadways service the Village, however, safety improvements and multi-modal enhancements can enhance quality of life for residents, increase connectivity between Matteson's neighborhoods and commercial centers and, identify feasible policies and strategies that leverage the Village's existing strengths and future opportunities. The plan will promote the principles of CMAP's GO TO 2040 and ON TO 2050 regional plans with specific focus on: addressing the needs for an efficient and modern transportation system, and supporting regional growth, diversity and prosperity. The Streetscape Improvement Plan is organized the following outcomes for the project:

1. Reinforce the sense of place through a coordinated and intuitive environment

The planning process will identify the extent and location of various improvements necessary to improve the appearance and function of the entry-points (gateways) along US Route 30 and Cicero Avenue corridors.

2. Ensure cohesiveness and connection through streetscape and wayfinding improvements

While Matteson is a complex Village made up of distinct land use patterns, we will focus on improving connectivity between the residential neighborhoods and commercial areas, adjacent communities, bike trails and open space resources to create streetscape improvements that provide vehicle users, pedestrians and bicyclists a safe and pleasant environment.

3. Celebrate Matteson's residents through collaboration and engagement

Streetscape design along US Route 30 and Cicero Avenue corridors can reinforce the identity of the community by including programming opportunities that engages residents through public art and educational activities. Working with stakeholders throughout the planning process fosters creation of a community vision that is expressed through sensitive public realm improvements.

4. Reinforce environmental sustainability of the Village through proposed improvements

Matteson has prioritized policies that reinforce a holistic sustainable philosophy. Sustainable strategies including stormwater management, energy and natural resource conservation and integration of multi-modal amenities to create value in the environment and promote a high quality of life for residents.

REGIONAL CONTEXT



The Village of Matteson is located approximately 30 miles south of downtown Chicago in Cook County, Illinois. Matteson is well positioned in the region with convenient access to the City of Chicago, connections to the Chicagoland region and the State of Indiana. I-57 passes through the Village and the Lincoln Highway (US-30) provides a critical east-west connection to the Village. The Metra Electric District commuter train serves the Village with other nearby stations located along the Village's eastern border.

MATTESON HISTORY



Historical aerial imagery of Matteson in 1999. | Source: Google Earth Pro

The Village of Matteson began with German settlers who created a town at the juncture between the Illinois Central and Michigan Central Railroads in the 1850s. The Village was named after the Illinois Governor Joel Matteson, and it was formally incorporated in 1889 with a population of about 500 people.

After World War II, the Village of Matteson steadily grew, reaching a population of around 3,200 in 1960. In the 1970s, its population grew to around 4,700 and more than doubled to about 10,200 by 1980. During this time, Lincoln Mall opened its doors in Matteson and became one of the largest shopping malls in the United States. In 2000, there were about 13,000 people residing in Matteson. African-American population has grown significantly since 1970 and

now the Village boasts having a diverse, stable, and middle-class community.

The Village of Matteson has grown substantially over the past fifty years. It began as a 40-acre parcel by the two major rail lines, and it currently occupies 9.3 square miles (~5,120 acres) of land. By 2000, there were about 4,700 housing units within the Village, and nearly two-thirds of them were constructed within the last thirty years. New commercial developments have moved into Matteson over the years and provided residents convenient access to services. Manheim Chicago and the Matteson Auto Mall are one of those significant developments and destinations in the region. The Village's original center by the Matteson Metra Station is referred to as, "Old Matteson." Most commercial

activities are now concentrated along the US-30 and Cicero Avenue.

The Village's location just 30 miles southwest of Chicago has positioned it as a major retail hub as well as strong market for commercial, office, and hotel development. Matteson's strong economic development focus and supportive organizations have resulted in a thriving community focused on positive growth. New developments including the redevelopment of the former Lincoln Mall are with a mixed-use development, new senior housing and expansion of existing businesses, demonstrate the Village's commitment to leveraging opportunities while building on the community's legacy of forward thinking and innovation.

CHARACTER OF THE CORRIDORS



US-30 is the Village's primary east-west thoroughfare. The land uses along this corridor are predominately residential between Harlem and Central Avenue. Large single-family detached homes in residential subdivisions front the Corridor in this stretch of roadway. The exception is Manheim Chicago, a prominent auto-auction business, that is planning to expand its operations south to include an additional 50 acres. Industrial development is planned for the northern portion of the Manheim Business Park as well as the southwest portion of the Greater Chicago Auto Auction. There are plans for some of the existing agricultural parcels along the US-30 to accommodate residential and senior-living development.

The Village's commercial activities are concentrated on US-30 between Central Avenue and Governors

Highway. One of the major nodes, located southwest of US-30 and I-57, is a 110-acre cluster of automobile dealerships, known as the Matteson Auto Mall. Its landmark signage, acts as a gateway, and informs travelers on I-57 that they have arrived in Matteson. Another important commercial node is the Lincoln Mall site. Due to the changing economic climate, the Village of Matteson Board authorized the demolition of Lincoln Mall. This site is a significant redevelopment opportunity for the Village.

East of Governors Highway, US-30 transitions back to residential land uses. The Corridor also shares a border with Olympia Fields. Old Matteson, a traditional residential neighborhood, is located by US-30 and the 211th Street Metra Station. The houses there are generally smaller than those west of I-57

and the neighborhood resemble more of a traditional compact neighborhood.

Both Cicero Avenue and US-30 accommodate high volumes of traffic and commercial activities. The main difference is that Cicero Avenue has a concentration of civic institutions. The Village Commons is the civic center for Matteson and includes the Village Hall and the Police Station. Adjacent tracts of land are currently undeveloped but it is anticipated these will be developed as residential. Gateway signages on Cicero Avenue at the north and south side of Matteson's borders are important elements in creating a sense of arrival and formal entry into the Village, and they should be enhanced.

COMMUNITY CONVERSATIONS

The consultant team engaged in many in-depth conversations with Matteson stakeholders to create a plan that addresses the challenges and opportunities of the US-30 and Cicero Avenue Corridors. The diverse body of stakeholders represented a broad range of perspectives including:

- Residents and neighborhood organizations
- Faith-based organizations
- Business owners and major employers
- Local school districts and private schools
- Local economic development and community organizations
- Local realtors
- County- and state-level transportation agencies
- Village boards and commission
- Village administration and staff
- Utility companies

Steering Committee

A Steering Committee was formed to directly provide input to the consultant team. This committee consists of residents, business owners, and a Village Staff. The consultant team has met with the Steering Committee throughout the planning process to review the deliverables and project's logistics and next steps.



Kick-Off Meeting

The planning process kicked off on March 27, 2019 with a meeting between the consultant team and Village President, Administrator, and Staff. The meeting included an overview of the project's schedule, logistics, and a discussion regarding the formation and role of a Steering Committee. There was a discussion about the Village's past plans and studies and how these documents have informed the Village's decision-making.

The meeting also involved a visioning exercise where meeting participants shared their perceptions about their favorite and least favorite elements of the Corridors, in addition to what the Corridors should be and should not be. Additionally, the consultant team facilitated a mapping exercise with meeting participants where they identified the Corridors' issues and opportunities. After the meeting, the consultant team toured the Corridors to document existing conditions, assets, constraints, and opportunities.

Refer to the appendices for the meeting's summary.



Focus Group Interviews

The consultant team conducted a series of focus group interviews to better understand the specific issues and opportunities in the Corridors. The groups of stakeholders who participated in these listening sessions included:

- Economic development organizations
- Local realtors, developers, and business owners
- Local community organizations and civic institutions
- Transportation agencies
- Village administration and staff

Public Workshop 1

On September 19, 2019, the consultant team hosted a public workshop to gather input on the corridor planning process and concept alternatives. The workshop was held at the Matteson Community Center. There were approximately 15 participants, including residents, business owners, stakeholders, and steering committee members. The workshop was organized into four stations in which participants could share their vision, issues, and opportunities for the Corridors. The workshop also included streetscape recommendations that illustrated proposed improvements to each Corridor.

Refer to the appendices for the meeting's summary.



Public Workshop #2

On January 30, 2020, the consultant team facilitated the second Public Workshop of the Matteson Streetscape Improvement Plan. The meeting took place in the Matteson Community Center. Approximately 20 participants, consisting of residents, stakeholders, business leaders, and Steering Committee members signed-in to the workshop. The workshop included four stations that included a review of streetscape design improvements, proposed I-57 interchange, visual preference survey, and priority investment opportunities.

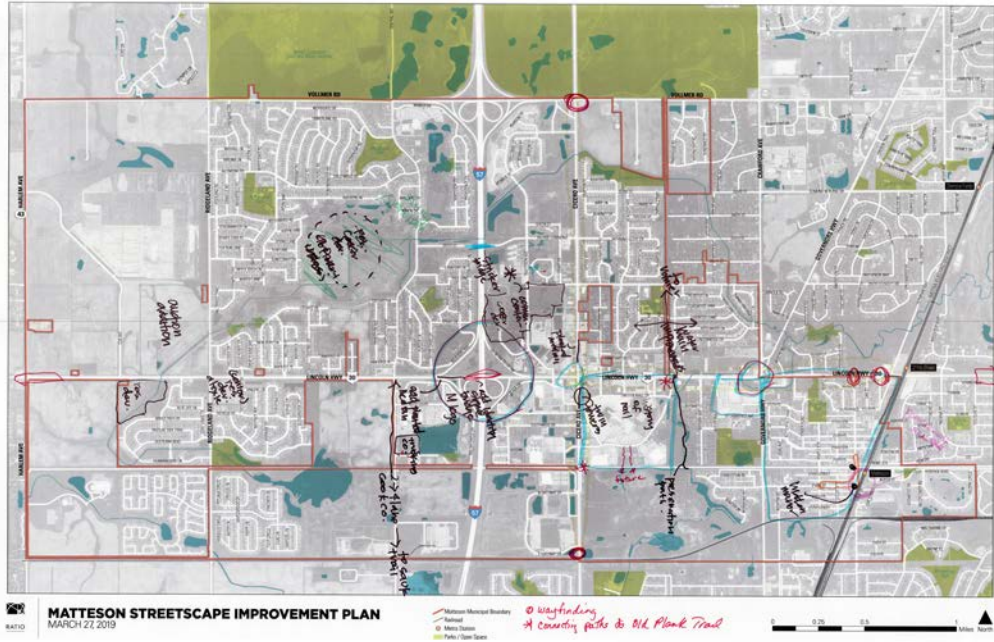
Refer to the appendices for the meeting's summary.

On-Line Survey

Throughout the course of the study, residents of Matteson were encouraged to comment on the process and share their opinions and thoughts with the consultant team. The survey ran from 10/4-10/18. Most residents thought that attributes that made Matteson a great place included:

- A mixed-use environment
- Retail District
- Feeling of safety
- Vibrant community
- Diverse community

Participants were enthusiastic about potential improvements to the corridors and felt that improvement to safety and landscaping were the most important considerations.



Steering Committee Meeting Mapping Exercise

Steering Committee Meeting #2

On January 9, 2020, the consultant team facilitated a second meeting with the project's Steering Committee. In this meeting, the topics were: preliminary concepts for key road sections along US-30 and Cicero Avenue, design options for the I-57 interchange, and gateways and wayfinding. The Steering Committee provided potential revisions for the illustrations and design concepts shown. In addition, a summary of public engagement completed to date was discussed. The key input included:

- Consideration for safety at the I-57 interchange
- An additional road section at Cicero Ave at 203rd
- Coordination of planted medians with public works
- Verification of low maintenance plantings at medians
- Integration of public art into the streetscape design
- Consideration for ability of drivers to see business signage

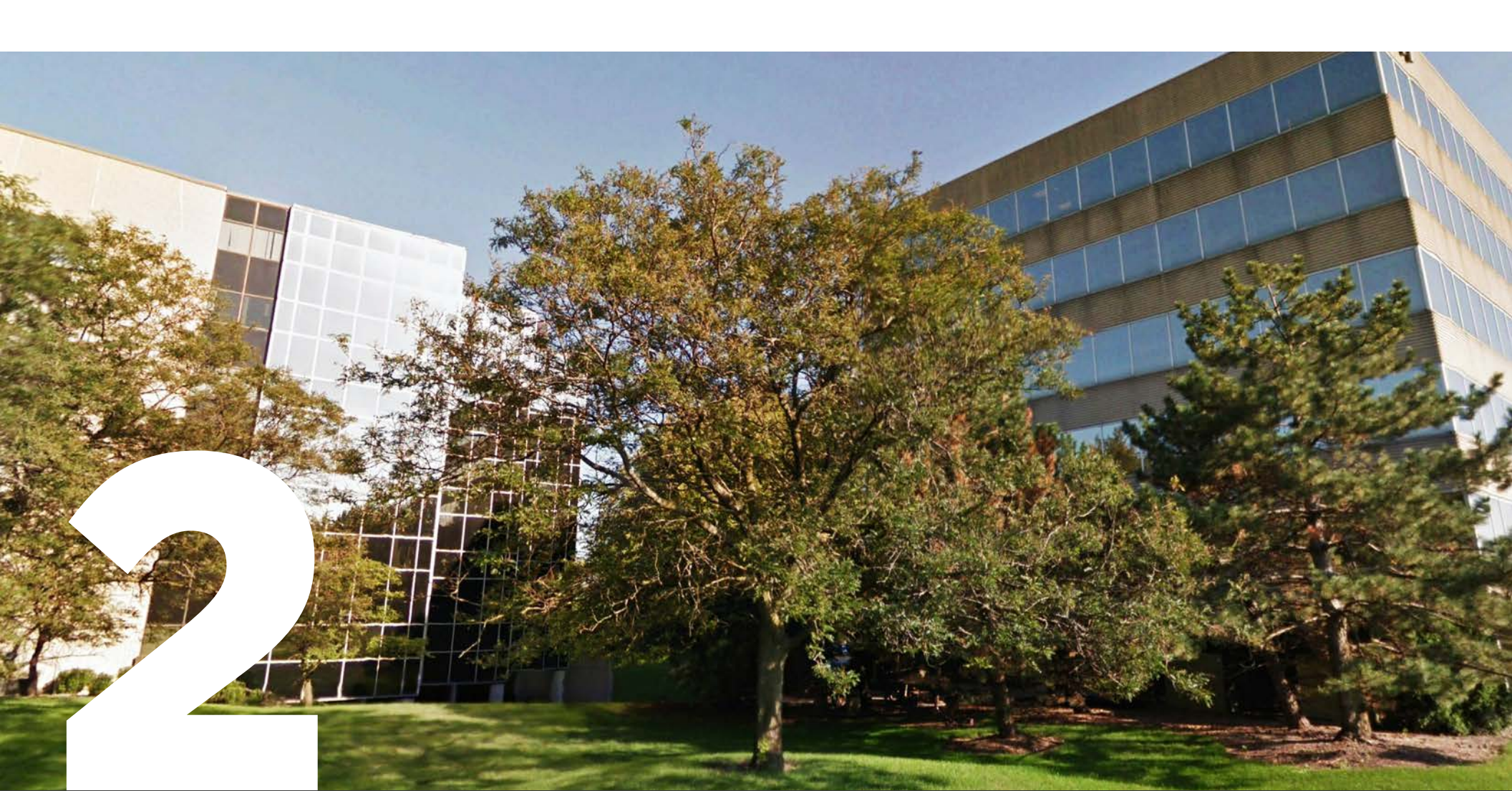
The Steering Committee prioritized the following themes and recommendations to be developed in the document.

Key Themes

- Signage
- Retail/Commercial Land Use
- Residential Land Use
- Office Market Land Use
- Industrial and Manufacturing Sector
- Transportation
- Streetscape Improvements
- Tourism and Business Attraction
- Sustainability
- Character and Identity





Key Recommendations




- Prioritize improvement of the public realm throughout the entire study area
- Create a unique identity and graceful entries into the Village along US-30 and Cicero Avenue
- Identify development opportunities along US-30 and Cicero Ave that prioritize infill and redevelopment of underutilized parcels.
- Encourage a multi-modal environment that encourages connection with regional trail systems.
- Enhance the Old Matteson area and leverage the connection to Metra
- Integrate Green Infrastructure along Cicero Avenue and US-30



KEY FINDINGS

Legend

-  Mattedson Municipal Boundary
-  Metra Station
-  Existing Trail
-  Existing Parks/Open Space

-  To Be Annexed into Mattedson
-  Former Lincoln Mall Site
-  Manheim Expansion

CHARACTER ZONES

The Mattedson Streetscape Improvement Plan has diverse land uses that can be categorized into four character zones. The following is a description of existing land use patterns for each character zone.

Zone 2 is the Village's commercial core. A mix of local- and regional-serving commercial developments are clustered within this zone. The former Lincoln Mall redevelopment site is currently being considered for a transformative mixed-use development.

Zone 3 transitions from commercial to residential and civic uses, including the Village Hall, police station, community center, and the Colin Powell Middle School. A residential subdivision is currently being developed adjacent to the Village's civic campus. Greenfield development exist adjacent to the civic campus.

















Zone 4 is predominately residential. The boundary of this zone is the 211th Street Metra Electric District Station on US-30 and the Mattedson Metra Station in Old Mattedson. The area surrounding the Mattedson Metra Station is older than other residential neighborhoods in the Village and features a more compact physical framework and smaller lot sizes.

Zone 1 is predominately residential. Existing agricultural land along US-30 is zoned to accommodate additional residential and senior living development. The agricultural parcel at the intersection of US-30 and Cox Avenue will accommodate an expansion of Manheim Chicago, a large auto-dealer and auction to the north.

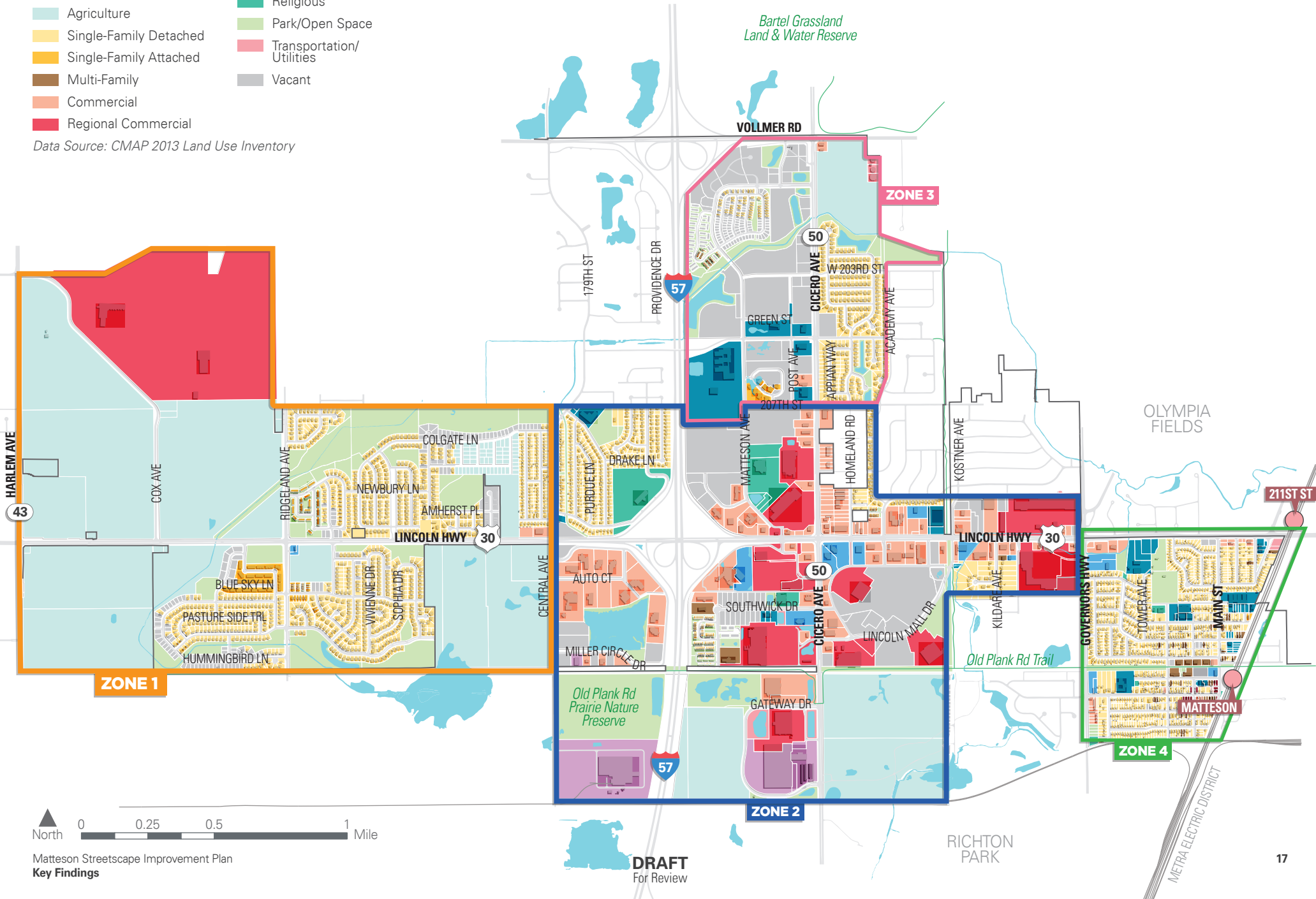
North 0 0.25 0.5 1 Mile

EXISTING LAND USE

Legend

-  Mattedon Municipal Boundary
-  Metra Station
-  Existing Trail
-  Agriculture
-  Single-Family Detached
-  Single-Family Attached
-  Multi-Family
-  Commercial
-  Regional Commercial
-  Mixed-Use
-  Industrial
-  Institutional
-  Religious
-  Park/Open Space
-  Transportation/Utilities
-  Vacant

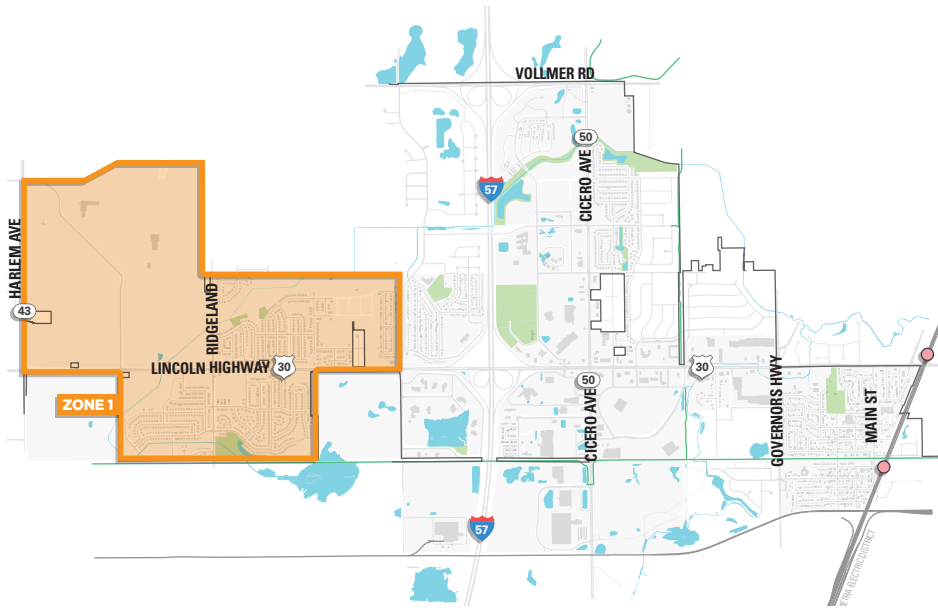
Data Source: CMAP 2013 Land Use Inventory



North 0 0.25 0.5 1 Mile

Mattedon Streetscape Improvement Plan
Key Findings

DRAFT
For Review



Zone 1 Key Findings

Strengths

- Traffic flows smoothly in Zone 1.
- US-30 provides convenient vehicular access to many residential subdivisions.

Weaknesses

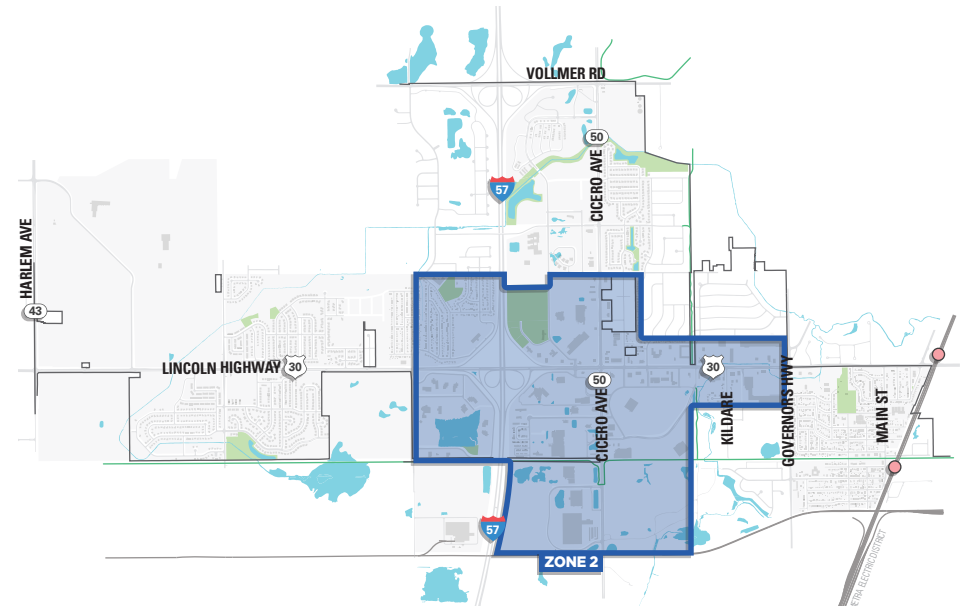
- The sidewalk system is discontinuous and is challenging to navigate for pedestrians. There are few sidewalks in the subdivisions adjacent to US-30.
- Streetscape and landscape design is minimal in this zone.

Opportunities

- Existing agricultural land along US-30 is anticipated to become additional residential development, including a senior living facility.
- Industrial land uses are anticipated for Zone 1.
- There is a gateway opportunity at the intersection of Harlem Avenue and US-30.
- Greater Chicago Auto Auction, a prominent auto dealer/auction in the Village, is anticipated to expand south to US-30 from its current location. This area will transition to a majority of industrial use.

Threats

- Most residential subdivisions in Zone 1 feature large lots that are significantly setback from the US-30, requiring efforts to enhance the parkways.
- The loss of agricultural and natural land.



Zone 2 Key Findings

Strengths

- Local and regional-serving commercial businesses are concentrated around the intersection of US-30 and Cicero Avenue, making this area a destination.
- Most existing street lights have banners featuring branded welcome signage..
- US-30 and Cicero Avenue have, limited planted parkway buffers.

Weaknesses

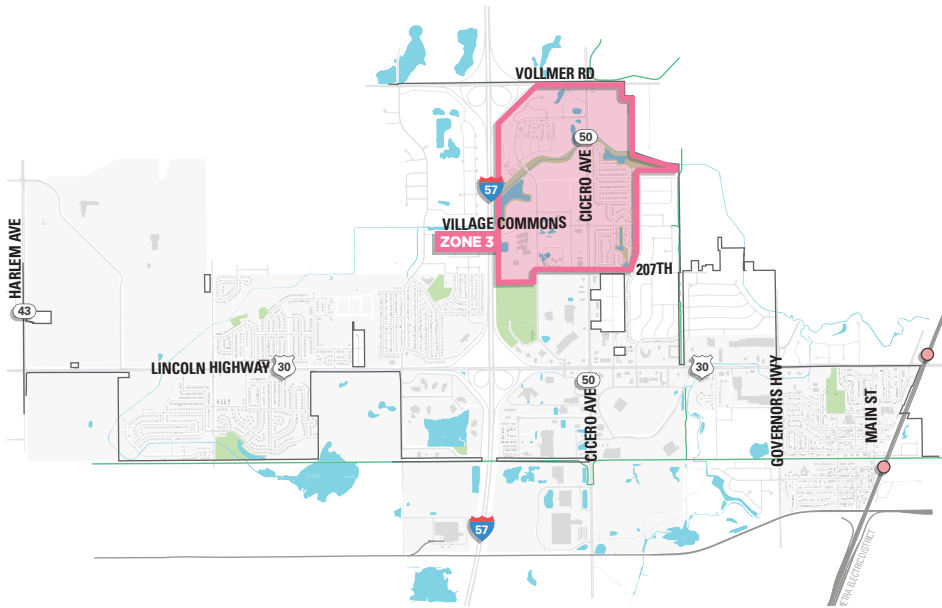
- The sidewalk network along the Corridors is discontinuous and unsafe for pedestrians including the intersection of US-30 and Cicero Avenue.
- Metal railings along the corridors are unsightly.

Opportunities

- The former Lincoln Mall site is a redevelopment opportunity for a mixed-use town center concept. Adjacent undeveloped land creates opportunities for development and additional Village amenities.
- There are opportunities to install gateway signage at I-57 and the US-30 interchange.

Threats

- Access to the west and east sides of I-57 on US-30 is only possible by vehicle. Opportunities should be explored to utilize alternative routes to support pedestrian and bicycle access, such as the Old Plank Trail.
- Public transit routes are needed on the west side of the Village to provide better access to Old Plank Trail.



Zone 3 Key Findings

Strengths

- Civic uses, such as Village Hall, the police station, Colin Powell Middle School, and the Matteson Community Center, provide important services to residents in this zone.
- Gateway signage is installed south of the intersection between Cicero Avenue and Vollmer Road, welcoming residents and visitors into Matteson.

Weaknesses

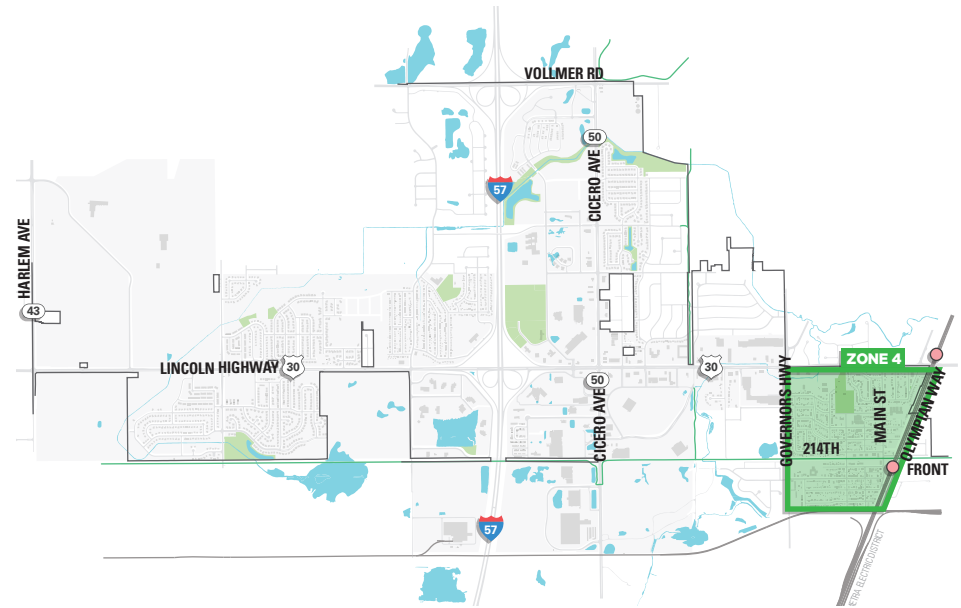
- The sidewalk network along the Cicero Avenue is discontinuous.

Opportunities

- Vacant land should be assessed for development opportunities.
- There are opportunities to install landscape planting to enhance the experience of traveling along Cicero Avenue.

Threats

- Improvements within the public right-of-way partially depends when new developments occur along Cicero Avenue.



Zone 4 Key Findings

Strengths

- O. W. Huth Middle School and Matteson Elementary School are anchors in this zone with students routinely walking to the schools.
- Sidewalks and parkway buffers with street trees are visible throughout the zone, improving the US-30's visual appeal.
- Old Matteson features a compact neighborhood and closely spaced homes that have access to rear alleys. This reduce potential traffic conflicts.

Weaknesses

- Access to the 211th and Matteson Metra stations by car or bus is safer than by foot or bike.
- This section of US-30 doesn't have a cohesive identity since it's dividing line between Matteson and Olympia Fields.

Opportunities

- There are plans to explore and promote transit-oriented development (TOD) around the 211th Metra Station.

Threats

- Coordination between Matteson and Olympia Fields is needed to provide a cohesive identity for US-30.
- Promoting TOD around the 211th Metra Station will require coordination between multiple stakeholders including: Matteson, IDOT, Metra, and adjacent communities.

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KEY GOALS AND RECOMMENDATIONS

PROJECT VISION

The goals established for the Matteson Streetscape Improvement Plan express the priorities of the community gathered from public input and Steering Committee feedback. Input from stakeholders was critical to creating a vision statement for the project as well as identifying the Matteson's priorities for the future of US-30 and Cicero Avenue. Through the public engagement process, opportunities for improvement of the corridors were defined. There was consensus that additional programming, activities, and businesses and safety strategies in the corridors would improve their overall accessibility and appearance. This section provides the overall vision statement and summarizes the key recommendations for the corridors.

Vision Statement

The US-30 and Cicero Avenue corridors represent the character and identity of Matteson. These safe and beautiful commercial corridors facilitate access to Matteson's vibrant and family-friendly retail and entertainment district. The corridors complement the Village's offerings to facilitate a higher quality-of-life for Matteson's residents. With a connected network of sidewalks and trails, the Corridors are walkable and residents have a variety of mobility options to reach their destinations. Community facilities and nature-based destinations enhance the Corridor's appeal and have a positive impact on the overall desirability of the community. Attractive gateway signs communicate arrival in Matteson to visitors and residents. Planted streetscapes and maintained parkways reinforce the Village's values of being a Home for Business and a Heart for Family.

KEY RECOMMENDATIONS

Prioritize improvement of the public realm throughout the entire study area

Improvement of the public realm increases the overall desirability of the study area and has an impact on the Village's ability to increase economic development activity. Streetscape design and maintenance are critical to encouraging a multi-modal environment that prioritizes pedestrians and incorporates amenities that allow visitors and residents to navigate the corridors safely to their destinations.

Goal 1

Create a hierarchy of streets and associated street cross sections that reflect their function and use while supporting multi-modal navigation of the corridors.

- Identify a palette of elements for each roadway type that can be coordinated with proposed improvements.
- Utilize the functional classification analysis to determine best fit improvements for each roadway type.

Goal 2

Make US-30 more walkable by considering a 'park once' strategy to encourage walking between businesses.

- Emphasize and encourage outdoor cafes and public gathering spaces along the corridors, where appropriate, to add vibrancy to the streetscape.
- Prioritize pedestrian-oriented developments to include incorporation of seasonal outdoor seating or other streetscape furnishings within the developments.
- Evaluate existing regulations, including the Zoning Ordinance, and propose recommendations that provide flexibility for businesses to create connections and safe passages between businesses.
- Communicate to developers the Village's desire to reduce car traffic and create a more connected pedestrian environment in along US-30 and Cicero Avenue.
- Encourage business owners to improve their properties with landscaping that enhances pedestrian safety with planted buffers.

Goal 3

Improve intersection design at key locations to prevent vehicular conflicts and prioritize pedestrian safety.

- Key intersections connect destinations and enhance pedestrian safety along each corridor.
- Identify intersections that have high impact to facilitate connection to schools, trailheads and businesses.

Goal 4

Identify high impact areas along the corridors to receive special treatment including paving, furnishings, and plantings.

- Planted medians are encouraged along both Cicero Ave and US-30 to communicate gateways into the community as well as enhance the overall business environment.
- Landscape medians east of Governor's Hwy along US-30 with street trees between Maple St and Main St including a streetscape tree buffer at Metra Station Lot 1 at Main and Front St. Final landscape design to be coordinated with Metra.
- Intersection improvements including context sensitive street design in the study area communicate to drivers that the area prioritizes pedestrians and contributes to their perception of safety.
- Streetscape furnishings and pedestrian amenities should be focused on enhancement of areas of high impact and connection between areas of high activity.

Goal 5

Consider burial of overhead power lines along US-30.

- Conduct a cost estimate to determine financial implication to burying power lines

Create a unique identity and graceful entries into the Village along US-30 and Cicero Avenue

The western gateway into Matteson introduces travelers to the community along a fast moving arterial with residential subdivisions set back from the roadway. Similarly, the Village Commons along Cicero is an important landmark and destination. The unique physical landscape of primarily native prairie contributes to the definition of the community's identity. Enhancement of gateways celebrating arrival into the Village are important elements in navigating US-30 and Cicero Avenue and communicating the Village's offerings to travelers.

Goal 1

Reinforce the western gateway to the Village at Harlem Ave with signage and landscaping

- Planted medians are encouraged to mitigate rain events, to reduce flooding, and communicate a unique identity in the Village.
- Gateway signs can be designed to reinforce the Village's identity and differentiate it from adjacent communities.

Goal 2

Leverage the existing land use patterns in the US-30 corridor that are inwardly focused and set back from the corridor to integrate housing typologies that respond to the Village's existing demographic and may include active living through internal walking trails and a nature-based approach to development.

- Coordinate new land uses west of I-57 that consider housing typologies for seniors.
- Annexation of land west of the I-57 interchange at Central Ave should include land use recommendations to ensure consistency with adjacent development.

Goal 3

Buffer residential land uses from US-30.

- Street trees and native landscaping can buffer existing land uses from US-30 while enhancing its overall appearance.
- Programs and initiatives that prioritize native landscaping including pollinator plantings at the I-57 interchange should be included in any infrastructure improvement plans.

Goal 4

Improve existing medians with new low-maintenance, landscape treatments.

- Existing raised concrete medians can be landscaped to improve the roadway's appearance and slow traffic.

Goal 5

Improve the intersection at Ridgeland and US-30 including replacement of the existing metal barriers with modern bollards, additional pedestrian amenities, and informational signage.

- Replacement of aging infrastructure with modern materials creates a cohesive and well-designed urban fabric that expresses the character and identity of the Village.
- Bollards at intersections are encouraged to provide a sense of safety for pedestrians.

Goal 6

Add informational signage at Governor's Hwy for Village Hall campus and improve the intersection at Governor's Hwy with differentiated pavement and new crosswalks to create a unique gateway environment and entry into the Village Hall campus.

- Coordinate Village Campus master plan with the streetscape plan with the extension of bike lanes into the Village Hall Commons.
- Improve intersections at Village Commons Drive and Cicero Ave with decorative pavers.
- Utilize similar lighting and signal posts throughout the Cicero Ave corridor.

Goal 7

Encourage public arts within the public realm, including the public infrastructure elements. This can complement with the Village's gateway and wayfinding system by generating additional sense of identity for Matteson residents. The combination of infrastructure, landscaping, and public art improvement can comprehensively contribute to placemaking along the US-30 and Cicero Avenue Corridor.

- Inventory public infrastructure, such as utility boxes, light posts' banners, and benches, that are candidates for public art projects.
- The Village should collaborate with local artists and school districts to conduct public art projects on public infrastructure elements.

Identify development opportunities along US-30 and Cicero Ave that prioritize infill and redevelopment of underutilized parcels.

Parcels currently identified as retail/commercial make up a majority of the land within the core of the community. These parcels should be prioritized for redevelopment as they contribute to the tax base of Matteson and have high visibility. Development opportunities and creation of a consistent and coherent streetwall along the corridors communicate a healthy economic development environment. The ability of travelers to navigate the environment can be enhanced with adherence to uniform design criteria for architecture and landscape.

Goal 1

Coordinate Lincoln Mall site with adjacent land uses to ensure connectivity and continuity in the urban fabric

- Identify land use and zoning for existing undeveloped parcels along Cicero Ave east of the Butterfield Creek
- Create a master plan for infill development west of Butterfield Creek including the outlot site on east side of Cicero Ave at Village Commons Rd.
- Create a business attraction strategy for existing infill and outlot commercial parcels on the west side of Cicero south of Village Commons

Goal 2

Develop design guidelines to inform the desired quality of development and materiality of architecture.

- Review existing design guidelines for new developments.
- Create a consistent architectural vocabulary for all new developments.
- Review the existing sign ordinance, with particular attention to temporary signs, to ensure a high-quality and consistent public realm.

Goal 3

ON TO 2050's Coordinated planning areas recommend a number of strategies municipal and county governments can use to minimize impacts of new development on agricultural and natural resources, including:

- Updating development ordinances.
- Agricultural and natural resource overlay zoning districts.
- Modernized definitions and standards relating to agriculture and natural resources.
- Updated protection measures within subdivision ordinances.
- Provisions for long-term stewardship of protected open space.

Encourage a multi-modal environment that encourages connection with regional trail systems.

Goal 1

Create a pedestrian/bike pathway through the I-57 interchange.

- Add informational, directional, and gateway signage at the I-57 overpass to provide access to Notre Dame Park via Matteson Ave and Lake Superior Dr.
- Improve intersections along Cicero Avenue with differentiated pavement and new crosswalks in high traffic areas that connect retail, commercial and hospitality land uses.
- Coordinate the trailhead to Old Plank Trail south of US-30 to create continuity from the I-57 interchange.
- Promote connections to destinations and parks/open space.
- Ensure transportation infrastructure complies, including sidewalk ramps, with ADA standards.

Goal 2

Add pedestrian amenities to the streetscape design in high traffic areas near retail/commercial nodes and Village Commons including: benches, trash receptacles, and bus shelters.

- The Village Commons is the 'front door' to the Village and can accommodate additional seasonal activity as well as access to existing walking trails and Community Center. This civic health and wellness node should provide access to surrounding businesses as well as act as a destination.

Goal 3

Provide continuous sidewalks along Cicero Ave and US-30 where there currently are gaps in the system.

- Coordinate installation of sidewalks with infrastructure improvements at major intersections and the north side of US-30 west of the I-57 interchange. East of the I-57 interchange, sidewalk continuity should exist on both sides of US-30.
- On Cicero Ave, sidewalk gaps near Village Commons on the west side of the road should be prioritized.

Enhance the Old Matteson area and leverage the connection to Metra

Old Matteson is the historic heart of the community. The physical neighborhood is more dense and includes a small neighborhood shopping district that attracts residents throughout the Village. This area also provides ready access to the Matteson Metra Station, creating an ability to capture more of the transient public to enjoy the area's offerings. The assets in this area include its location and unique character in the Village.

Goal 1

Designate a Neighborhood Commercial District at Main and US-30

- Coordinate land uses to encourage additional commercial development that is consistent with best practices for transit-oriented development that increase density in the area and provide a variety of housing types.
- Identify locations for mixed-use development on infill sites within the Old Matteson District.
- Provide informational signage for area businesses in the Old Matteson District including directional and educational signage for the Railfan Viewing Platform at rail and US-30.

Goal 2

Improve the Olympian Way/US-30 signalized intersection at the 211th Metra station with enhanced crosswalks and gateway signage.

- Provide signage for Matteson Public Works and Old Matteson Commercial District along US-30.

Goal 3

Consider raised crosswalk at Governor's Hwy at the Old Plank Trail crossing at Main St and coordinate improvements of the intersection with decorative crosswalks to enhance the identity of the Old Matteson District.

- Create a trail system and bike path along Old Plank Rd Trail to connect Memorial and Governors Trail Parks and Matteson Elementary School.
- Create a trailhead at Main and Maple Streets along Old Plank Trail with supporting bike paths and/or sharrows along Main St to connect to Old Plank Trail.

Goal 4

Create sidewalk connectivity between Huth Middle school and Matteson Elementary schools from Governor's Hwy between Main St. and 216th to provide safe access to the adjacent residential neighborhoods.

- Existing sidewalks should provide continuity from the Old Plank Trail across Governors Hwy.
- The intersection at Main St. should be improved to accommodate crossing from neighborhoods north of Lincoln Hwy

Integrate Green Infrastructure along Cicero Avenue and US-30

Landscaped parkways and medians improve the Village's ability to manage major and minor rain and storm events. Increasing permeable area allows for more absorption during rain events, in addition to providing water quality benefits. These strategies also reduce runoff to vulnerable areas and to existing storm sewer systems and creates a sustainable framework for future development in the area.

Goal 1

Coordinate infrastructure improvements with streetscape improvements in study area.

- Review opportunities to encourage implementation of best management practices in all types of development, such as providing stormwater credits or integrating landscape design strategies.
- Target areas and applicable strategies for the implementation of green infrastructure.

Goal 2

Create Stormwater/rainwater mitigation recommendations.

- Develop local single residential lot and subdivision stormwater detention/retention policies to ensure development and redevelopment don't create a new burden on the existing stormwater system and major waterways within the community.
- Coordinate green infrastructure strategies with new and planned road and trail projects.

- Incorporate stormwater management into complete streets projects.
- Engage Matteson residents in stormwater mitigation strategies to become more flood resilient.
- The Village should work with the Village and its Community Center on creating educational materials and presentations to raise awareness among Matteson residents about the Village's green infrastructure tools and their benefits to the community.

Goal 3

Identify areas of concern and create strategies to encourage detention as an amenity.

- Review the Village's Zoning Ordinance and development regulations to include opportunities for native plantings in new developments.
- The Village should be proactive in investing in public assets, including updating stormwater management facilities, and aging infrastructure, and planning improvement into road and complete streets policies.

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LAND USE

LAND USE & DEVELOPMENT























The US-30 and Cicero Avenue Corridors' future land use patterns include opportunities to respond to the changing retail and commercial climate in the Village. Per ON TO 2050, including farmland and natural resources in plans encourages communities to reflect upon the lands' contributions to local and regional economies, ecosystems, and character.

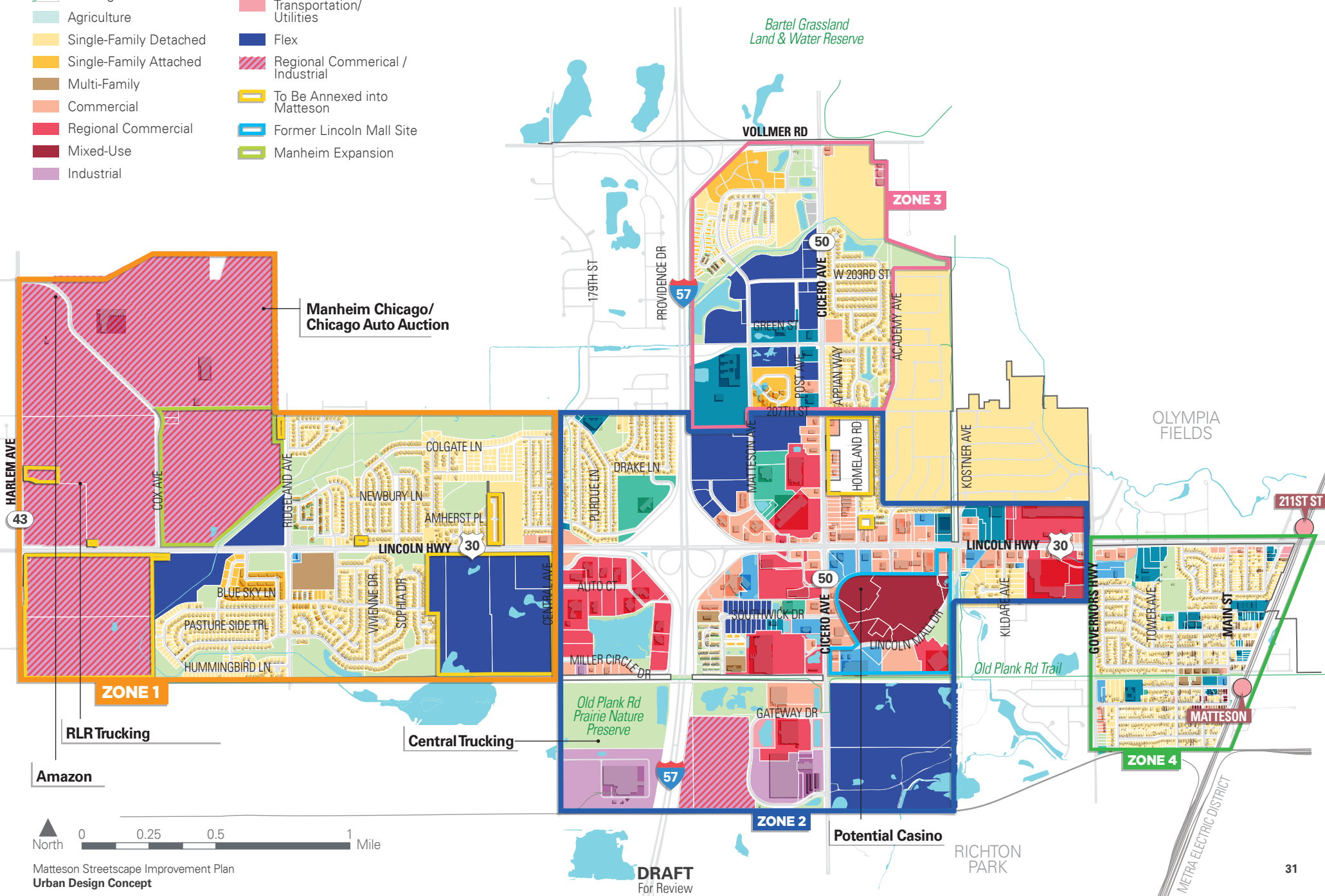
While generally occupied, retail locations distributed throughout the US-30 and Cicero Avenue Corridor and study area remain vacant. The future land use plan designates an appropriate land use for these lots to support development that fits with the context and is the highest and best use for the site. Some of the vacancies include unfinished residential subdivisions. The future land use anticipates these will be fully built out in the future. It is also envisioned that the redevelopment of existing vacant parcels

will minimize land use conflicts with adjacent developments and neighborhoods. The land uses are anticipated to be compatible with surrounding businesses in an effort to contribute to a more visually appealing corridor experience.

Redevelopment of vacant properties will need to conform to the parcel's underlying zoning requirements to establish sufficient screening and buffering against different types of land uses. In addition to the areas of vacancies, the future land use plan identifies additional areas that may experience significant land use change, resulting potential changes in the Corridor's character. They are described in the following sections.

Legend

-  Mattedon Municipal Boundary
-  Metra Station
-  Existing Trail
-  Agriculture
-  Single-Family Detached
-  Single-Family Attached
-  Multi-Family
-  Commercial
-  Regional Commercial
-  Mixed-Use
-  Industrial
-  Institutional
-  Religious
-  Park/Open Space
-  Transportation/Utilities
-  Flex
-  Regional Commercial / Industrial
-  To Be Annexed into Mattedon
-  Former Lincoln Mall Site
-  Manheim Expansion

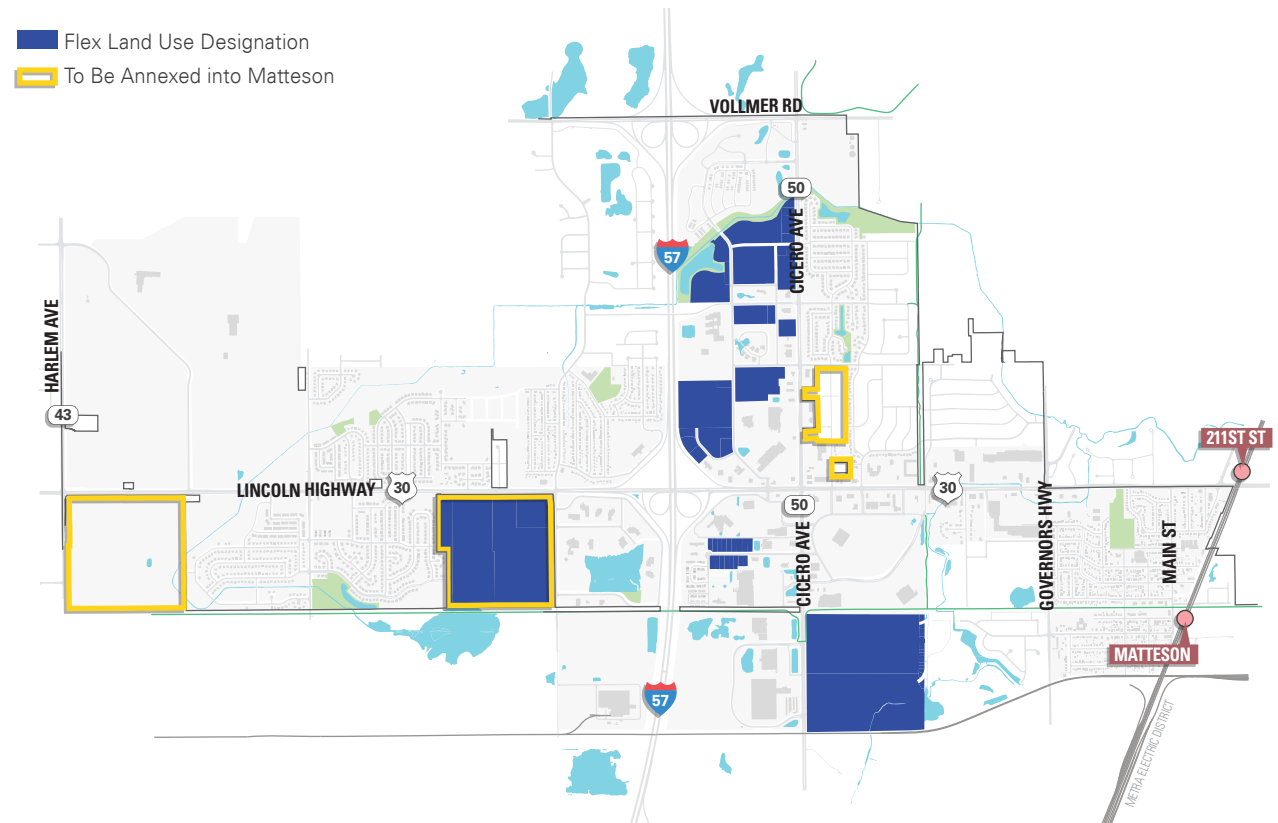


Flex Land Use

There are several large tracts of vacant land that are redevelopment opportunities for the Village of Matteson. They are within the Village's MXD Mixed Use District, which permits commercial, office, research, service, and residential land use. The flex use designation recognizes and preserves the MXD Mixed Use District's flexibility for the Village and enable the Village to be able to better respond to any future changes, including its demographics and market position.

Area to Be Annexed into Matteson

One of the areas designated as flex is currently unincorporated. The Village is planning to annex this area into the Village in the future. Given that it is between the Matteson Auto Mall and a large residential subdivision, this area has potential to accommodate a mix of land uses. The Village should rezone this area to MXD Mixed Use District or other zoning districts that are deemed more compatible with the area's surrounding character.





Aerial Source: Google Earth Pro

Former Lincoln Mall Site

The Lincoln Mall was demolished in 2017, which presents an opportunity to develop a new mixed-use center. Given this site's proximity to the Village's civic, office, and commercial amenities, this is a prime redevelopment opportunity site for the Village. The Village has plans to redevelop this area into a dense, walkable, and mixed-use town center environment (see plan in the following page). This program is beneficial to the Village because it diversifies the Village's housing stock and prices, attracts younger residents into the Village, and provides a unique physical environment that will be a prime destination. Trail connections to the Old Plank Rd Trail to the south is also an opportunity in this area.

Profile: Lincoln Mall

Lincoln Mall opened in 1973 with major anchors, including: Carson Pirie Scott, Montgomery Ward, Wieboldt's, and JC Penny. This used to be a major economic driver and destination in Matteson. These anchors struggled over the years due to retail's changing landscape. Despite the mall being renovated in 1993 and featured between 90 and 100 inline stores, tenants and anchors steadily left Lincoln Mall.

A Cook County judge ordered that Lincoln Mall be closed permanently in January 2015. In 2017, Lincoln Mall was demolished. The only remaining anchor in the Lincoln Mall area is JC Penny, who owns and operate a store in an outlot.

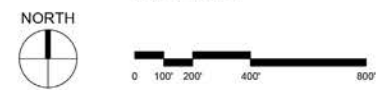


Aerial imagery of the Lincoln Mall area in 2002. This is before Target and JC Penny established outlots at the southern side of the area. Target closed in 2017, leaving JC Penny the only anchor in this area. In 2002, the mall has approximately 45 acres of parking area (excluding those of outlots), which can accommodate 34 football fields.

Source: Google Earth Pro



- KEY
- (A) CHILDREN'S MUSEUM
 - (B) OUT LOT
 - (C) REC/ARTS/PAC
 - (D) J.C. PENNY
 - (E) MIXED USE/MULTI-FAMILY
 - (F) COMFORT STATION
 - (G) OUTDOOR PERFORMANCE AREA
 - (H) AQUATIC CENTER
 - (I) FOUNTAIN
 - (J) POTENTIAL REUSE AS CHILDREN'S REC
 - (K) ATHLETIC FIELDS
 - (L) RESEARCH/TECH CENTER
 - (P) PARKING



MARKET SQUARE CROSSING



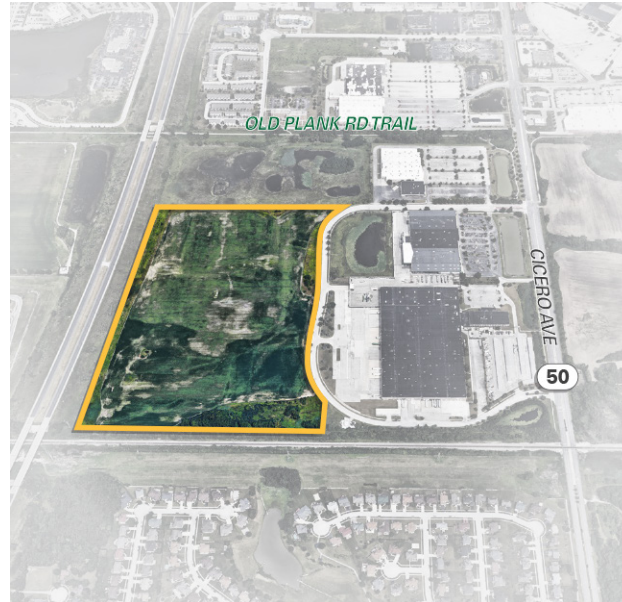
A redevelopment plan for the Former Lincoln Mall Site. Source: Village of Matteson



Aerial Source: Google Earth Pro

Manheim Chicago Expansion

Manheim Chicago is a major car dealership and auction. It is a large site on the west side of I-57 in Matteson and has plans to expand southwards to US-30. The area of expansion is currently agricultural. It is important that the expansion is sufficiently buffered against the existing residential subdivision to the east and conforms with the landscaping and streetscaping recommendations of this Plan. This principle should be applied to other future regional commercial and industrial developments in the Village. New development on agricultural and natural lands should be located and designed in such a way to reduce impacts, maintain ecosystem functions and the local agricultural economy, build municipal financial health, and address other community goals.



Aerial Source: Google Earth Pro

Regional Commercial / Industrial Land Use

This land use designation is proposed for currently vacant land just west of Menards. This area is currently zoned as I-1 Service, which permits heavy commercial and light industrial uses. It is anticipated that future development in this area will possess a similar character as the existing commercial and industrial uses to the east.

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URBAN DESIGN CONCEPTS

Urban Design Concept

The Urban Design Concept illustrates a variety of proposed interventions to improve the mobility, accessibility, safety, and appearance of the US-30 and Cicero Ave Corridors. The intent of these strategies is to create a thriving economic center for the Village of Matteson that is sustainable and flexible to accommodate a variety of uses in the future. While current trends reflect reduced demand for retail, walkable environments with well-designed public realms are thriving. The Corridors can impact the Village's ability to attract new residences and new businesses.

Each concept is illustrated by zone and includes recommendations for transportation, infrastructure, and streetscape enhancements. Specific recommendations for each zone are supported by data analyzed in the Existing Conditions Report and confirmed by Matteson residents during public workshops and focus groups. Transportation recommendations include proposed signalization and intersection improvements. The following pages include illustrative road sections that apply the principles and key recommendations in previous sections. These typical roadway sections are intended to provide guidance on the design of the corridors with similar conditions.

Development of any agricultural lands must follow applicable ordinance requirements which will help to preserve ecosystem functions. For instance, any development within the floodway is regulated by IDNR-OWR and there are limitations to development intended to preserve flood storage and prevent flooding. At-grade trails are an appropriate use of the floodway and can be incorporated into any development along the watercourse to promote the connectivity of existing trail systems within the Village. Development within the floodplain will require compensatory storage for all existing storage that is displaced. This storage volume must be adjacent to the watercourse thus limiting the overall developable area and maximizing open space.

Any wetland areas must be identified during the development process. Any potential impacts to wetlands must follow regulations of the MWRD and/or US Army Corps of Engineers. These regulations are enforced to protect wildlife habitat and promote the water quality benefits that wetlands provide.

The Watershed Management Ordinance regulates stormwater management issues stemming from development sites. Construction of stormwater facilities

to accommodate both future development of the Mannheim Chicago Expansion can also include storage volume for future impervious areas (greater than 1 acre cumulatively) associated with roadways and sidewalks, if required. Stormwater facilities are a key component to future development and present various opportunities for meeting Ordinance requirements while promoting native vegetation and maintaining the natural drainage patterns, when located in existing low areas, and incorporating any associated wetland mitigation that may be required.



















Existing Matteson gateway signage on Cicero Ave. / Source: Google Earth Pro



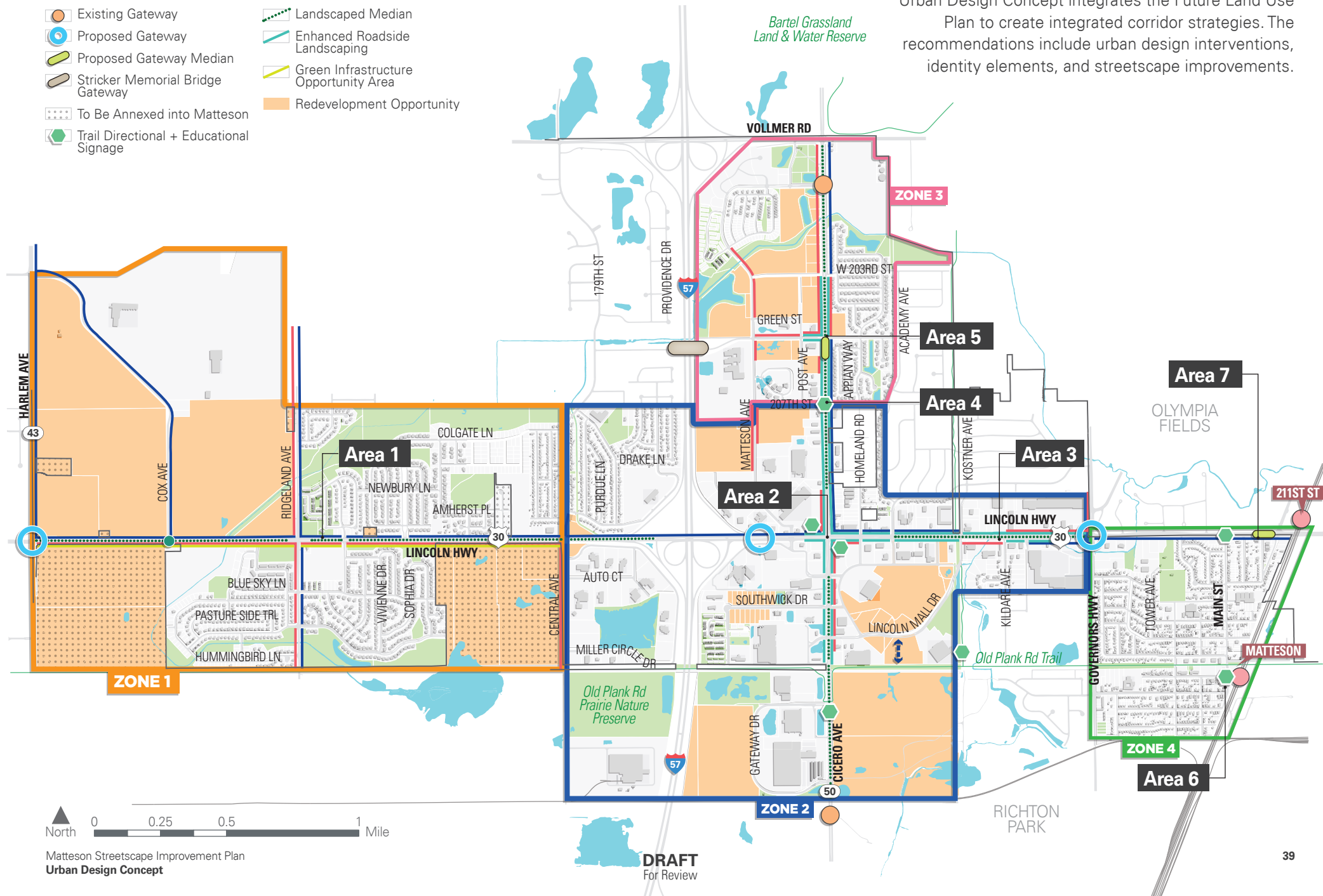
US-30 by the 211th Metra Station. Source: RATIO

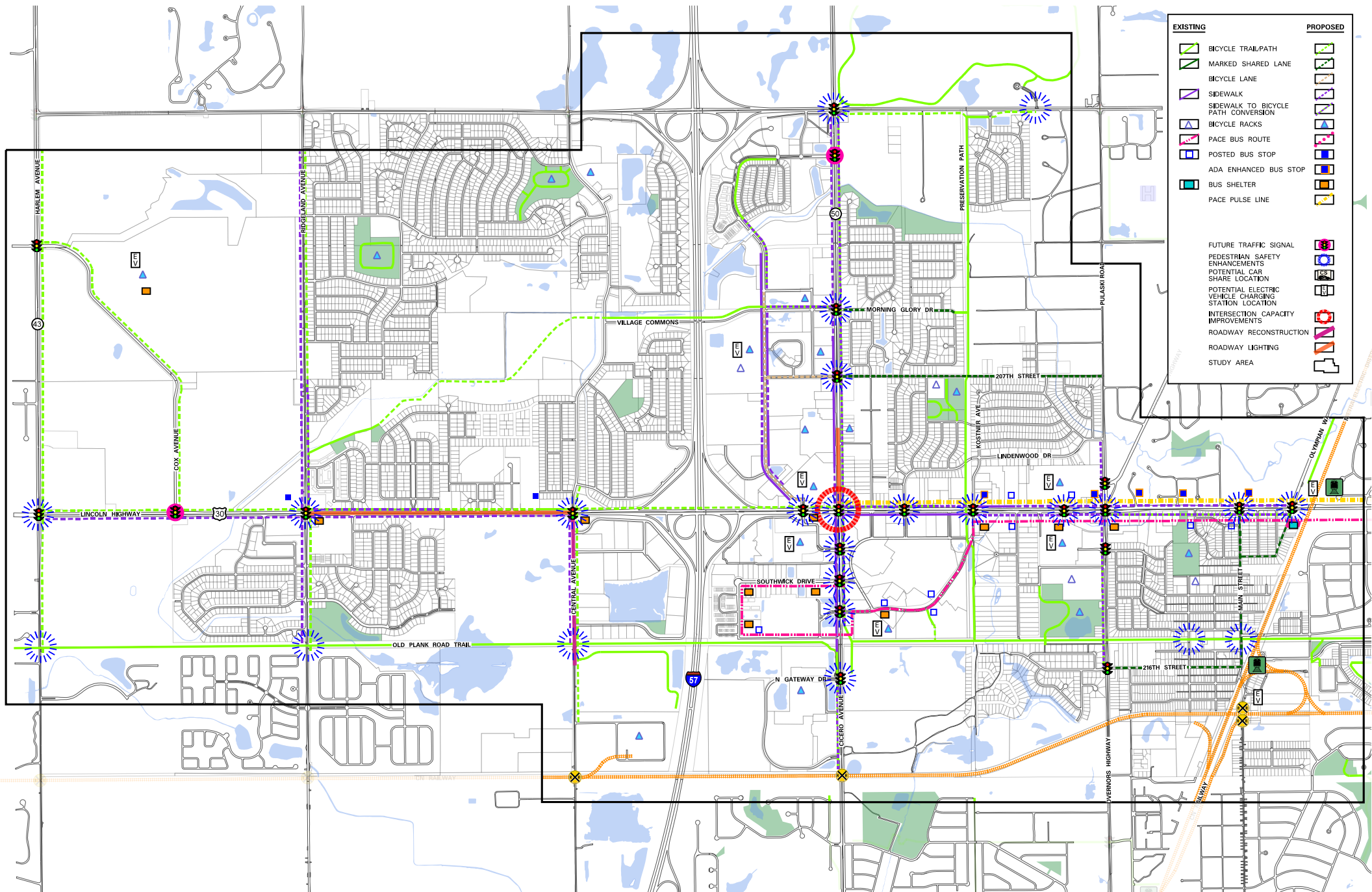
Legend

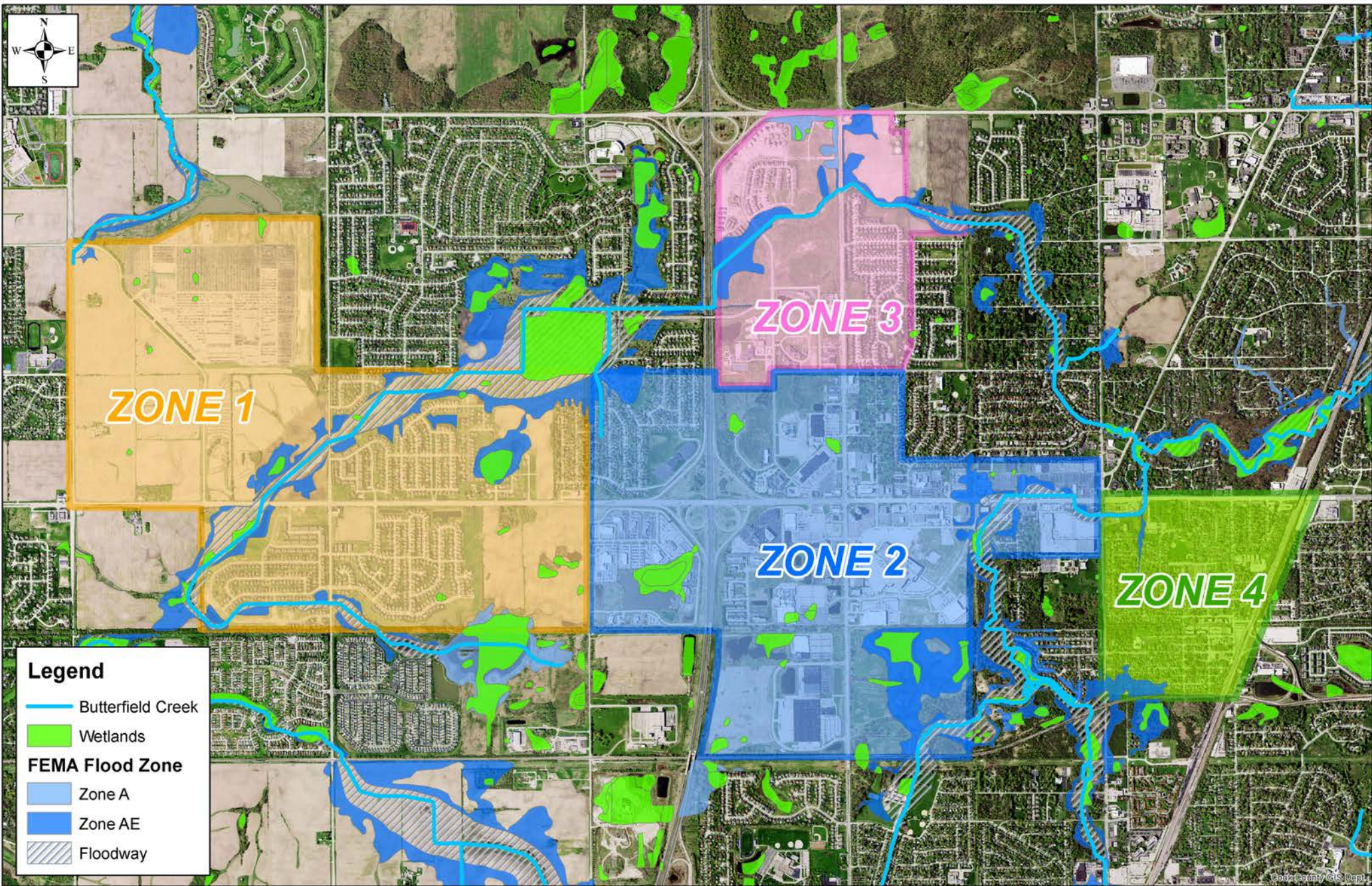
-  Matteson Municipal Boundary
-  Metra Station
-  Existing Trail
-  Existing Gateway
-  Proposed Gateway
-  Proposed Gateway Median
-  Stricker Memorial Bridge Gateway
-  To Be Annexed into Matteson
-  Trail Directional + Educational Signage
-  Connection to Old Plank Rd Trail
-  Fill in Sidewalk Gap
-  Proposed Shared-Use Trail
-  Landscaped Median
-  Enhanced Roadside Landscaping
-  Green Infrastructure Opportunity Area
-  Redevelopment Opportunity

URBAN DESIGN CONCEPT

This map illustrates proposed recommendations for the US-30 and IL-50 (Cicero Avenue) Corridors. The Urban Design Concept integrates the Future Land Use Plan to create integrated corridor strategies. The recommendations include urban design interventions, identity elements, and streetscape improvements.





















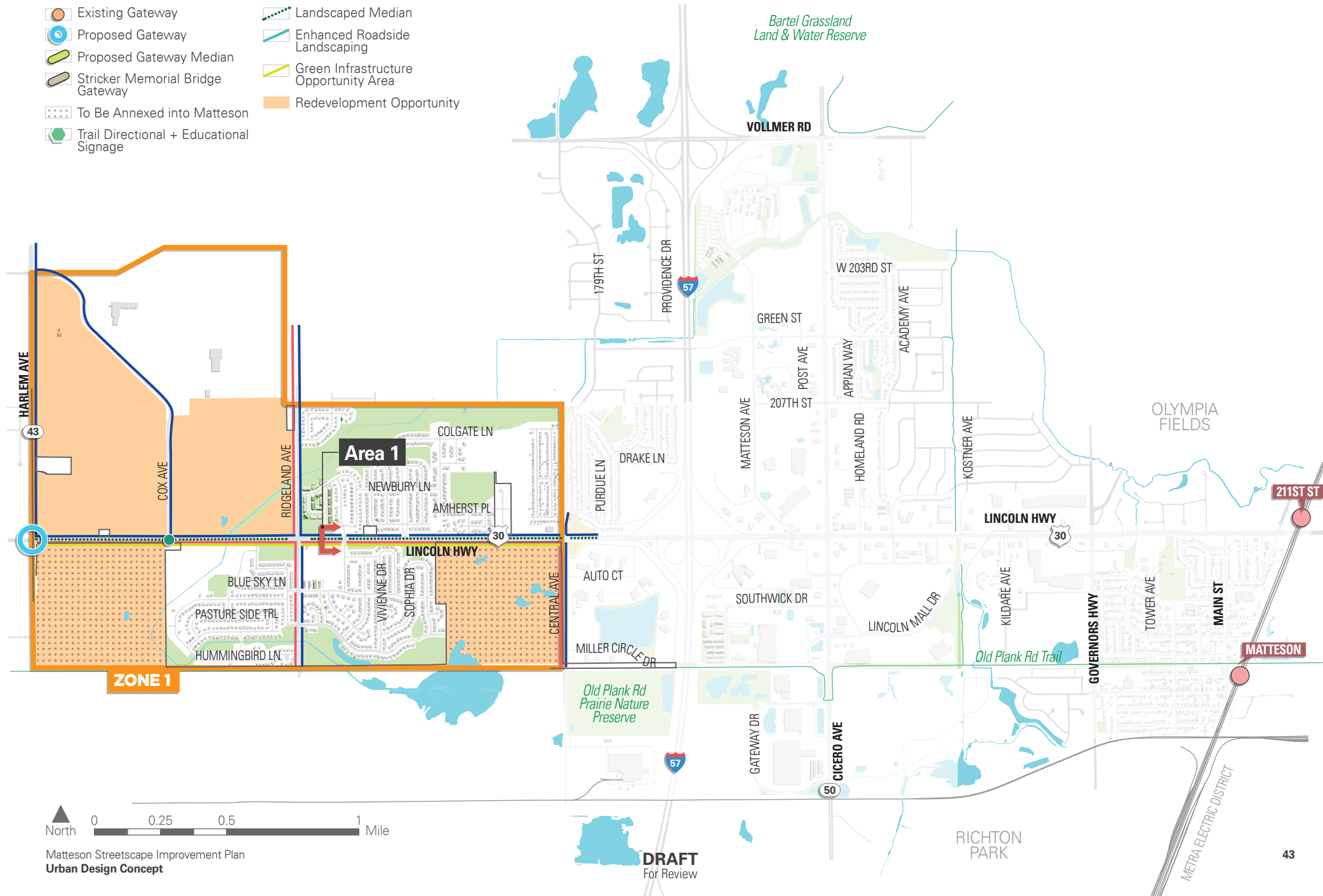


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CHARACTER ZONE 1

Legend

-  Matteson Municipal Boundary
-  Metra Station
-  Existing Trail
-  Existing Gateway
-  Proposed Gateway
-  Proposed Gateway Median
-  Stricker Memorial Bridge Gateway
-  To Be Annexed into Matteson
-  Trail Directional + Educational Signage
-  Connection to Old Plank Rd Trail
-  Fill in Sidewalk Gap
-  Proposed Shared-Use Trail
-  Landscaped Median
-  Enhanced Roadside Landscaping
-  Green Infrastructure Opportunity Area
-  Redevelopment Opportunity



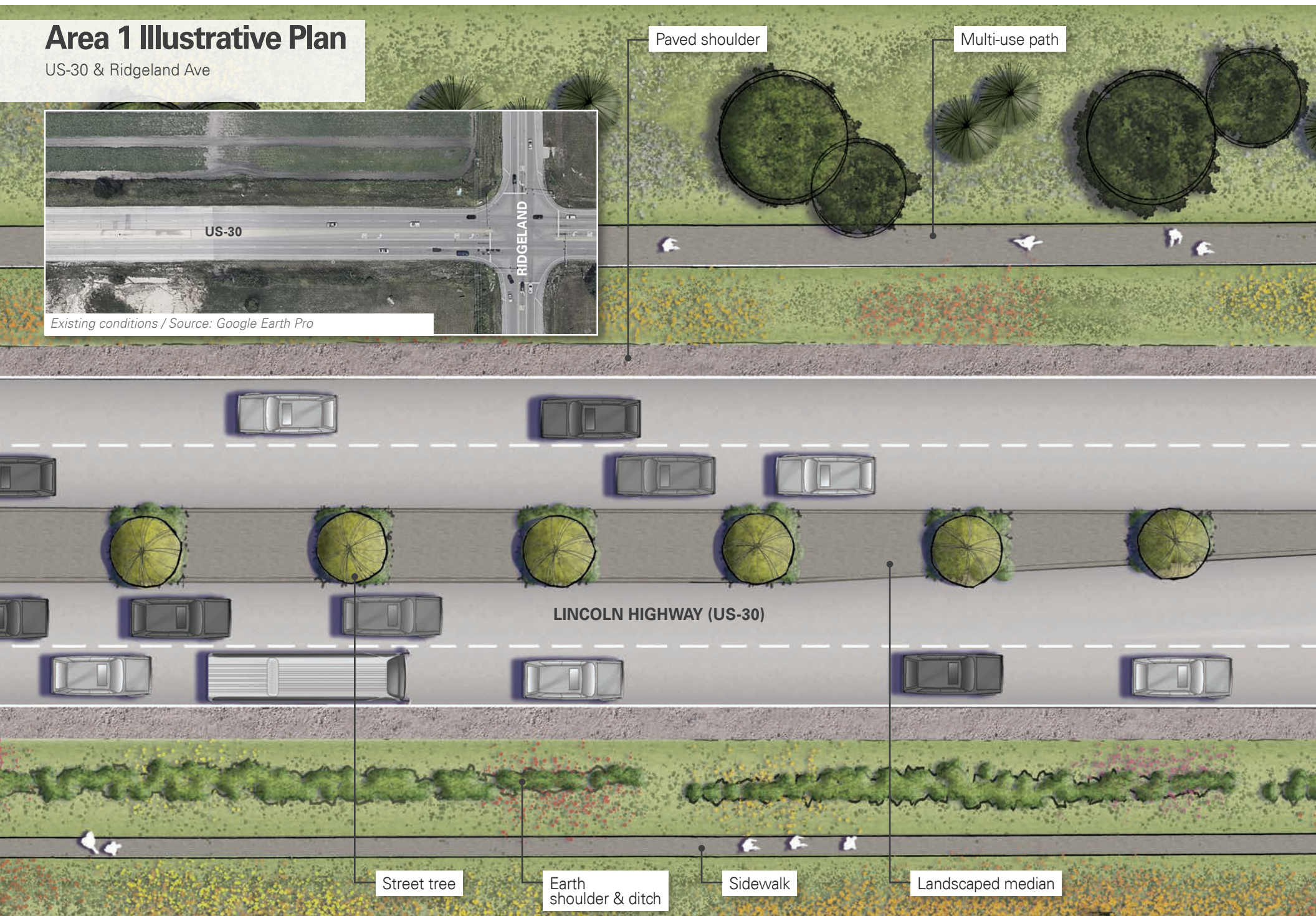
North 0 0.25 0.5 1 Mile

Matteson Streetscape Improvement Plan
Urban Design Concept

DRAFT
For Review

Area 1 Illustrative Plan

US-30 & Ridgeland Ave

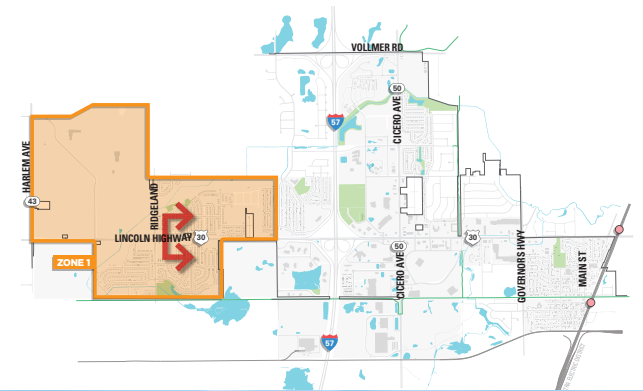


AREA 1 ILLUSTRATIVE PLAN

ROADWAY PERSPECTIVE

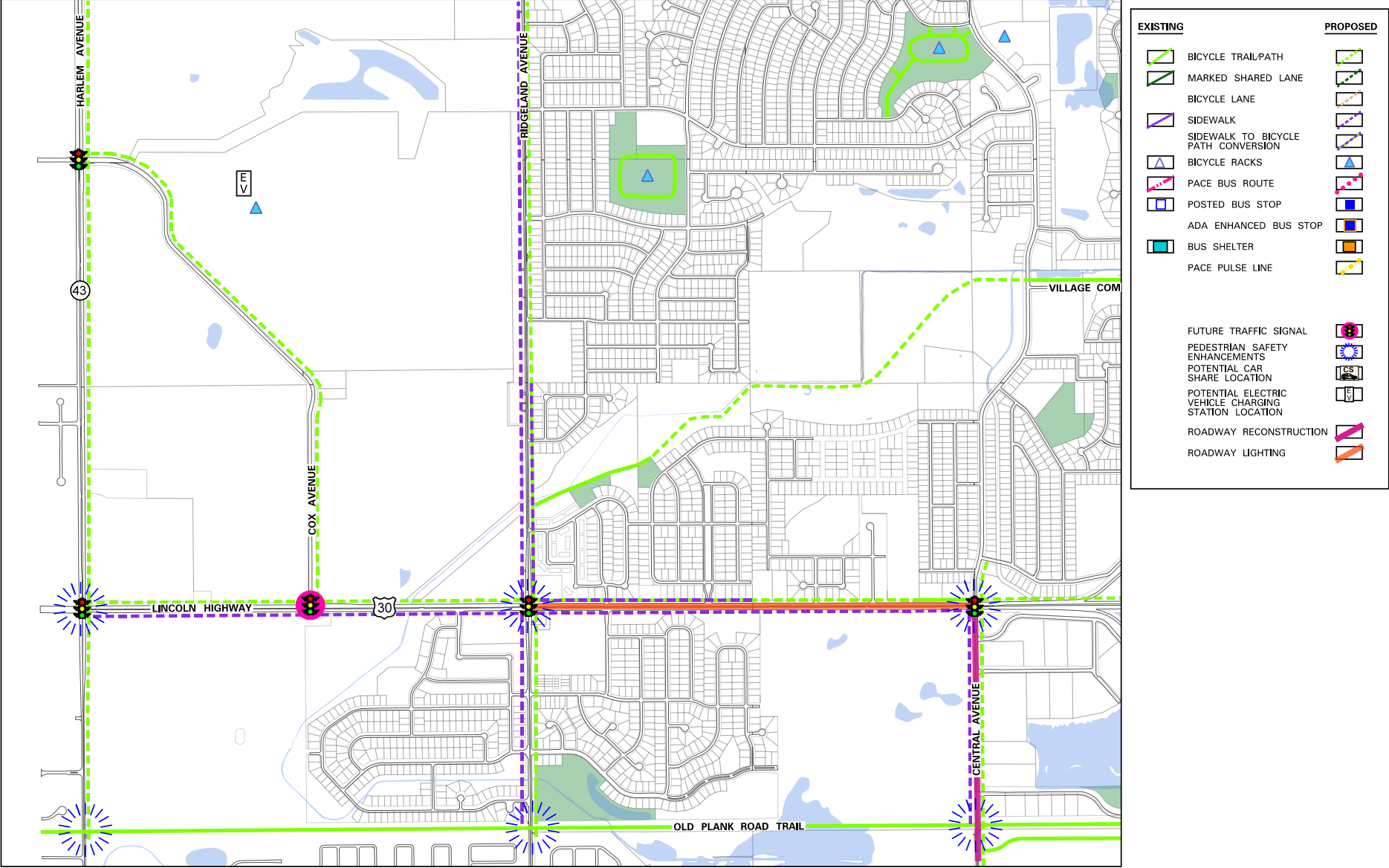


Looking East on US 30
Existing conditions / Source: Google Earth Pro



TRANSPORTATION IMPROVEMENTS

ZONE 1



TRANSPORTATION IMPROVEMENTS ZONE 1

Traffic Controls

Potential future traffic signal at US-30/Cox Avenue when warranted.

Intersection Pedestrian Safety Enhancements

Intersection	Crosswalk Type	Intersection Approach	Pedestrian Signals	Countdown Timers	ADA Compliance
US-30/ Harlem Ave	HV	All	√	√	√
US-30/ Ridgeland Ave	HV	All	√	√	√
US-30/ Central Ave	HV	All	√	√	√

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

IDOT Programmed Roadway Improvements

(FY 2020-2025 Highway Improvement Program)

- **US-30:** Lighting installation, Ridgeland Ave to Central Ave (FY 2021-2025)
- **Central Ave:** Roadway design and reconstruction, US-30 to CN Railroad (FY 2021-2025)

Public Transit

- **Pace Route 357 (US-30):** Consideration of Pace service extension along US-30 west to Manheim Chicago to be studied further in the Transportation Alternatives Study recently launched by the villages of Matteson, Park Forest and Richton Park in partnership with the RTA. Any service extensions should consider new bus shelter locations at Manheim Chicago and on eastbound US-30 at Ridgeland Avenue and Central Avenue, and new bus stop locations on westbound US-30 at Ridgeland Avenue and Central Avenue. There are several upcoming developments along US-30 west to Harlem Ave and along east of Harlem Ave, between US-30 to Vollmer Rd, adding up to 2000 potential jobs in the Village. Consideration of Pace extension along these routes connecting to

Metra station will be studied in the Transportation Alternatives Study by RTA.

Bicycle Paths/Trails

- **US-30:** Extend bicycle path along north side of US-30 from Harlem Avenue to existing 10-foot path in front of former Walgreens store at Central Avenue. Will ultimately connect with US-30 bicycle trail that extends along the north side of US-30 through Frankfort Square, Frankfort and New Lenox once extended another ¾-mile west of Harlem Avenue to 78th Avenue as planned by Village of Frankfort. Replace existing sidewalk segments along US-30 in front of the Gleneagle Trail, Newbury Estates, Trinity Creeks, and Regents Point subdivisions with 10-foot multi-use path.
- **Harlem Avenue:** Extend bicycle path along east side of Harlem Avenue from Vollmer Road to Old Plank Road Trail to service future commercial and residential growth areas. Will ultimately connect with Village of Frankfort's planned bicycle path that will extend along Harlem Avenue from US-30 south to Bruns Road. Enhance the at-grade Old Plank Road Trail crossing with overhead lighting, flashers, etc.
- **Ridgeland Avenue:** Extend bicycle path along east side of Ridgeland Avenue from the north Village limits at Vollmer Road to the south Village limits at the CN Railway. Will connect with the Old Plank Road Trail and the existing path that extends east along Butterfield Creek through the Gleneagle Trail subdivision. Will ultimately connect with Village of Frankfort's planned bicycle path that will continue south along Ridgeland Avenue from the CN Railway to Bruns Road. Replace existing sidewalk segments along Ridgeland Road in front of the Gleneagle Trail and Golf View Estates subdivisions with 10-foot bicycle path. Enhance the at-grade Old Plank Road Trail crossing with overhead lighting, flashers, etc.

TRANSPORTATION IMPROVEMENTS

ZONE 1

- **Cox Avenue:** Extend bicycle path along east side of Cox Avenue from US-30 to Harlem Avenue providing non-motorized access to the Manheim Business Park. Vollmer Road to Old Plank Road Trail to service future commercial and residential growth areas. Will ultimately connect with Village of Frankfort's planned bicycle path that will extend along Harlem Avenue from US-30 south to Bruns Road.
- **Central Avenue:** Extend bicycle path along east side of Central Avenue from Georgetown Drive to the Ace Hardware Paint Division plant and connecting with the Old Plank Road Trail and Old Plank Road Prairie Nature Preserve. Enhance the at-grade Old Plank Road Trail crossing with overhead lighting, flashers, etc.
- **Butterfield Creek:** Extend existing bicycle trail from Gleneagle Trail subdivision through conservation area to Central Avenue opposite Village Commons.

Bicycle Parking

Install bicycle racks at Manheim Chicago, Woodgate Park, Allemong Park, and Woodgate Elementary School. Recommended bicycle rack styles include the inverted "U" (or loop), post and ring, and wheelwell-secure.

Pedestrian Path

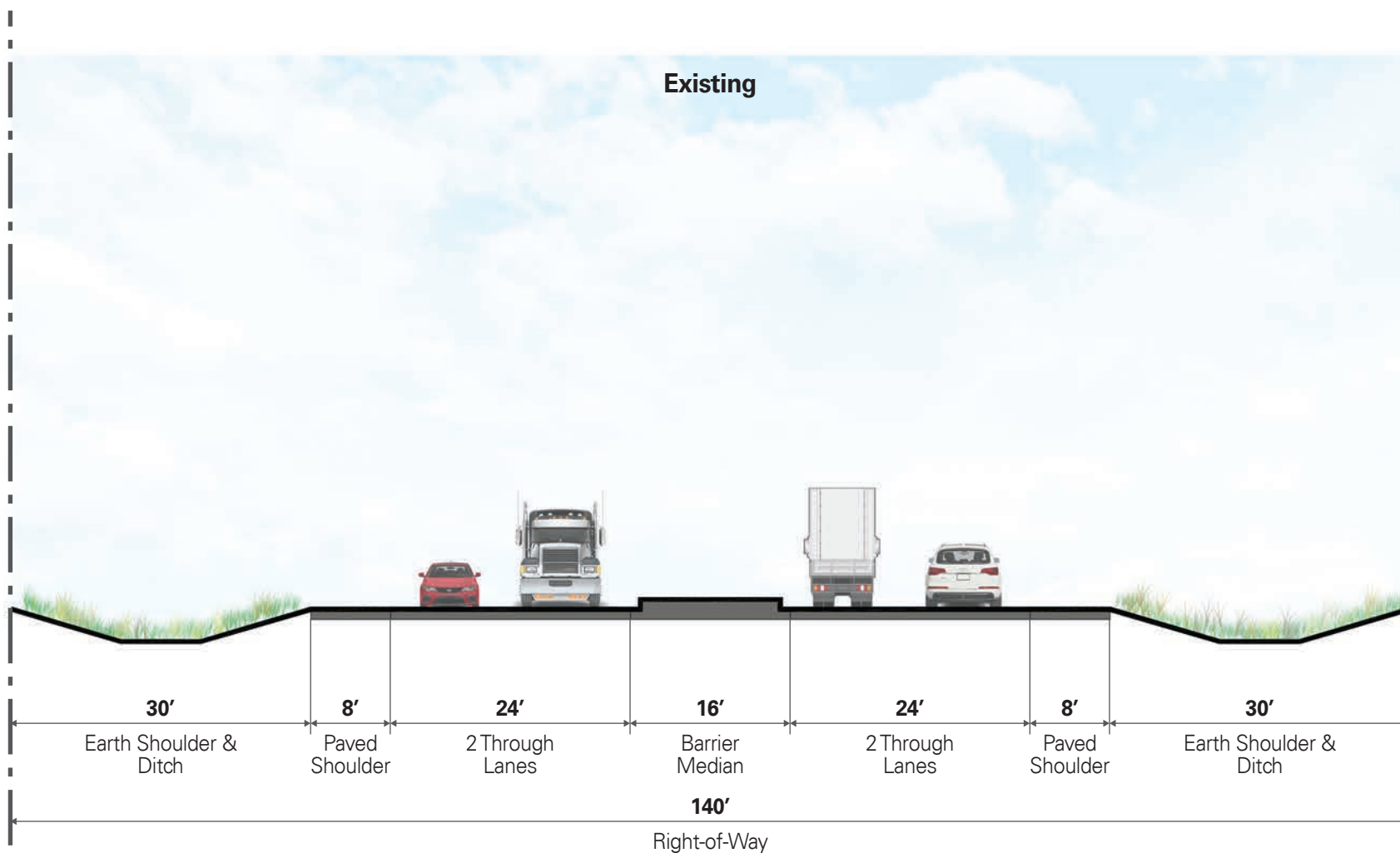
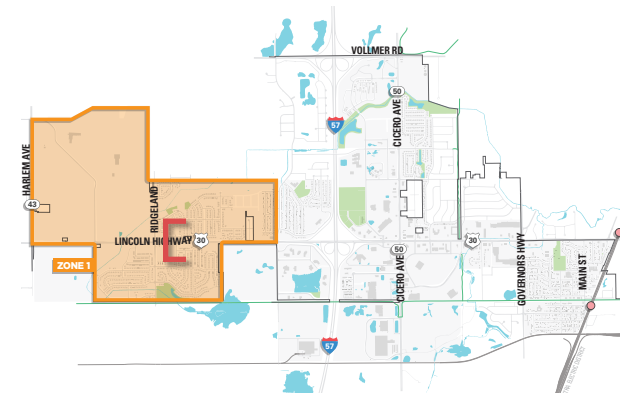
- **US-30:** Extend sidewalk along south side of US-30 from Harlem Avenue to Central Avenue.
- **Ridgeland Avenue:** Extend sidewalk along west side of Ridgeland Avenue from north Village limits Vollmer Road to Timber Ridge Road.
- **Central Avenue:** Extend sidewalk along west side of Central Avenue from US-30 to Old Plank Road Trail.

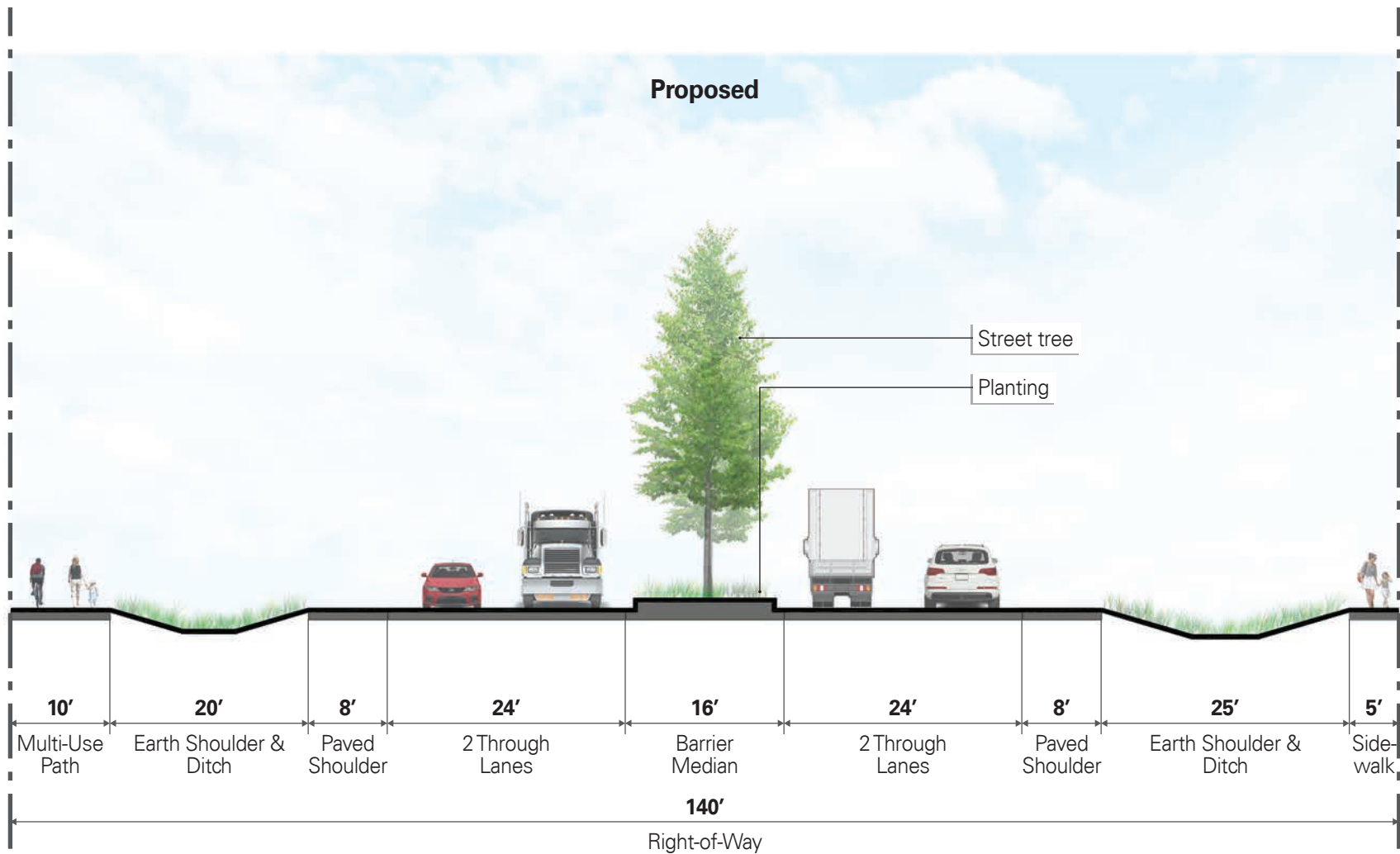
Sustainable Measures

- **Electric Vehicle Charging Station Locations:** Mannheim Chicago

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ROADWAY SECTIONS





INFRASTRUCTURE IMPROVEMENTS ZONE 1

Residential Subdivisions

As discussed in the Key Findings, there are portions of residential subdivisions that are not fully built out. Depending on the phasing of the projects, if residential areas do not have stormwater detention already constructed, both detention and volume control will need to be incorporated based on the Metropolitan Water Reclamation District's (MWRD) Watershed Management Ordinance (WMO). Both detention storage and volume control can be accomplished in many ways. Detention storage is commonly provided in above-ground stormwater basins/detention ponds. Examples of volume control include bioswales, rain gardens (see Parkway Rain Garden figure), and wetland bottom basins. All near-term and future designs need to consider increased regional rainfall depths.

Roadway Infrastructure Improvement

For development within the right-of-way, an increase of impervious area greater than or equal to 1 acre will require both detention storage requirements and volume control based on the WMO. The existing agricultural and vacant areas on the north and south sides of US-30 could be considered for stormwater storage facilities related to any increased imperviousness in this zone due to the extension/creation of sidewalk and multiuse paths.

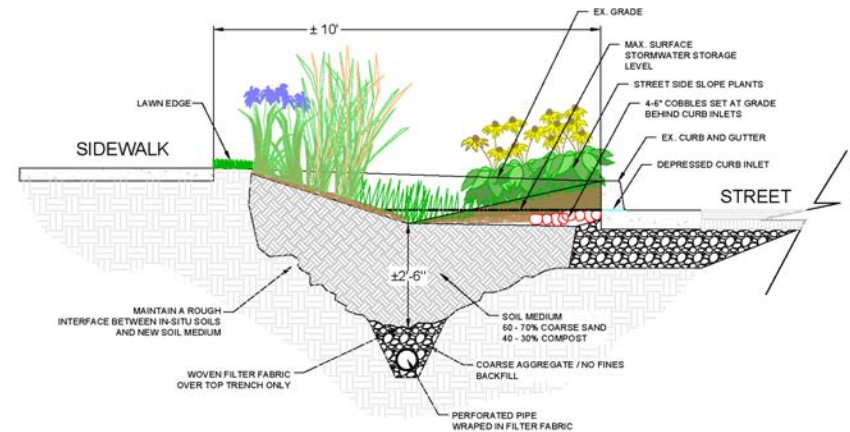
For the areas along US-30, the typical roadway cross-section is rural and therefore there is no curb and gutter. It is assumed that the only stormwater infrastructure within the limits of US-30's right-of-

way is for median drainage. Partner with Illinois Department of Transportation (IDOT) to implement green infrastructure practices within the median. Encourage the existing stormwater system to better drain stormwater runoff by installing curb cuts to create inlets into the median. This would allow runoff to access previously unutilized storage potential under the existing concrete median. This feature can be applied to the proposed landscaped medians in Zone 2 and 3.

Provide adequate space for rain gardens on the parkways in areas between the proposed multi-use path and US-30. This can be beneficial to future development in mitigating stormwater runoff and potentially reduce the detention storage volume required for new impervious area.

Floodplain & Floodplain Consideration

Sensitively approach Butterfield Creek as it is an area of concern and contains both regulatory floodplain and floodway. Future developments within these designated areas will require additional permitting through the Illinois Department of Natural Resources



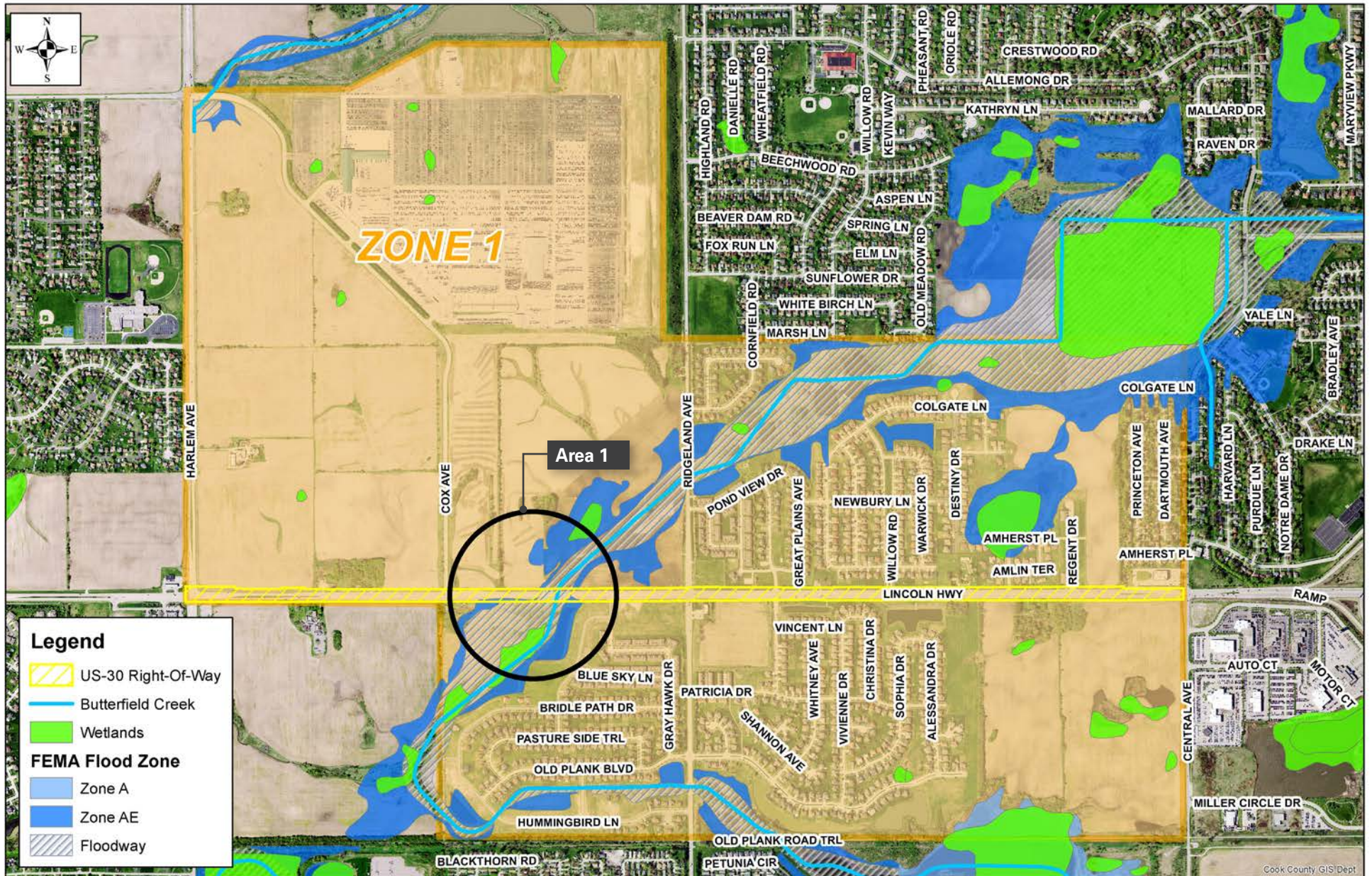
SECTION OF PARKWAY RAIN GARDEN

Parkway Rain Garden | Source: CBBEL

– Office of Water Resources (IDNR-OWR) and is considered an area of concern due to the limitations of development.

Wetland Considerations

















According to the National Wetland Inventory, there are wetland areas adjacent to Butterfield Creek and within the agricultural areas at the north west corner of Central Avenue and Old Plank Road Trail and north of Lincoln Highway, east of Harlem Avenue. A wetland assessment will need to be completed by a Certified Wetland Specialist and confirmed by the U.S. Army Corps of Engineers prior to development in these areas. Depending on the outcome of the assessment, wetland mitigation and/or buffers may need to be provided for any identified wetland areas. Therefore, development in these areas are considered an area of concern due to the limitations of development.

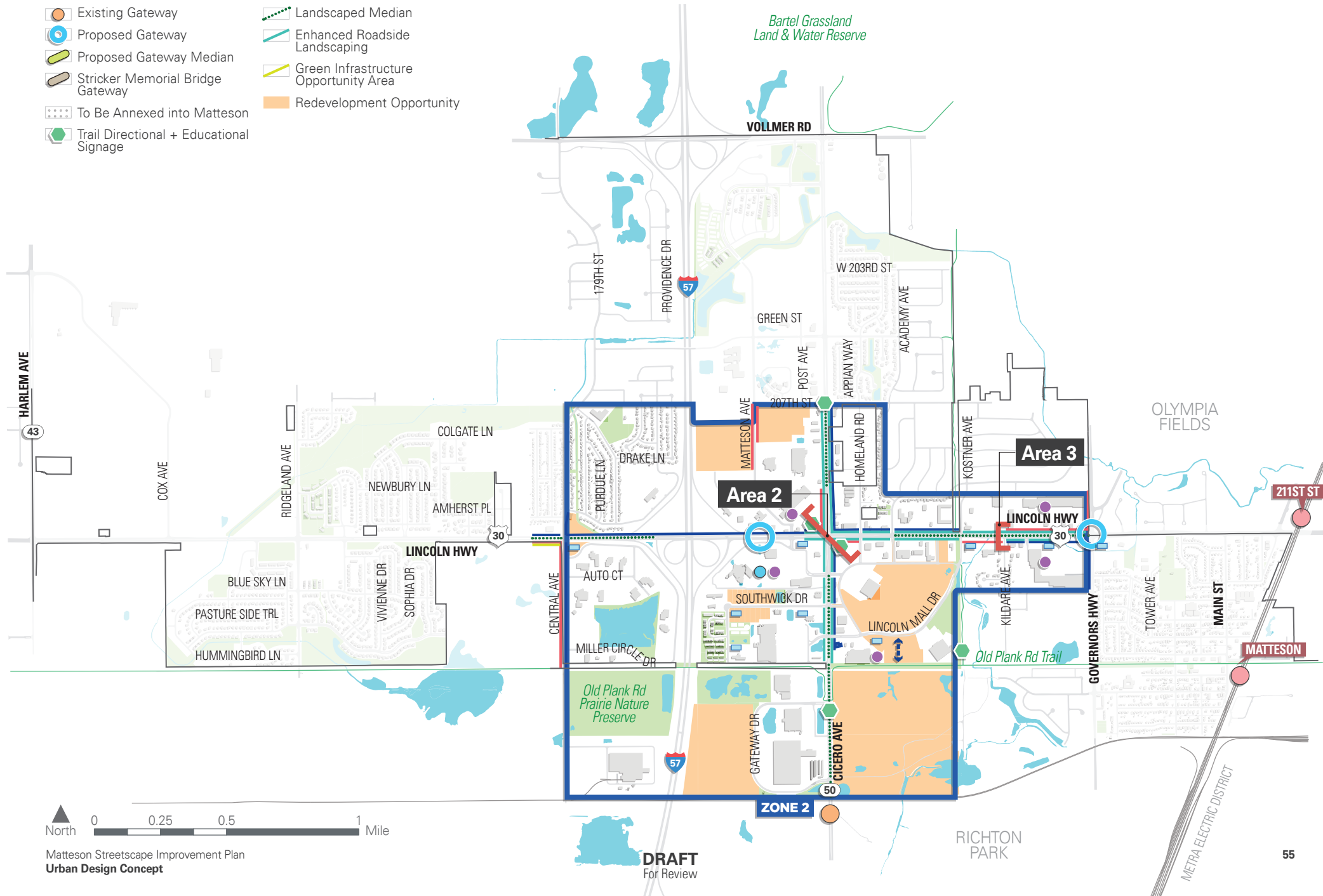


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CHARACTER ZONE 2

Legend

-  Matteson Municipal Boundary
-  Metra Station
-  Existing Trail
-  Existing Gateway
-  Proposed Gateway
-  Proposed Gateway Median
-  Stricker Memorial Bridge Gateway
-  To Be Annexed into Matteson
-  Trail Directional + Educational Signage
-  Connection to Old Plank Rd Trail
-  Fill in Sidewalk Gap
-  Proposed Shared-Use Trail
-  Landscaped Median
-  Enhanced Roadside Landscaping
-  Green Infrastructure Opportunity Area
-  Redevelopment Opportunity



North 0 0.25 0.5 1 Mile

Matteson Streetscape Improvement Plan
Urban Design Concept

DRAFT
For Review

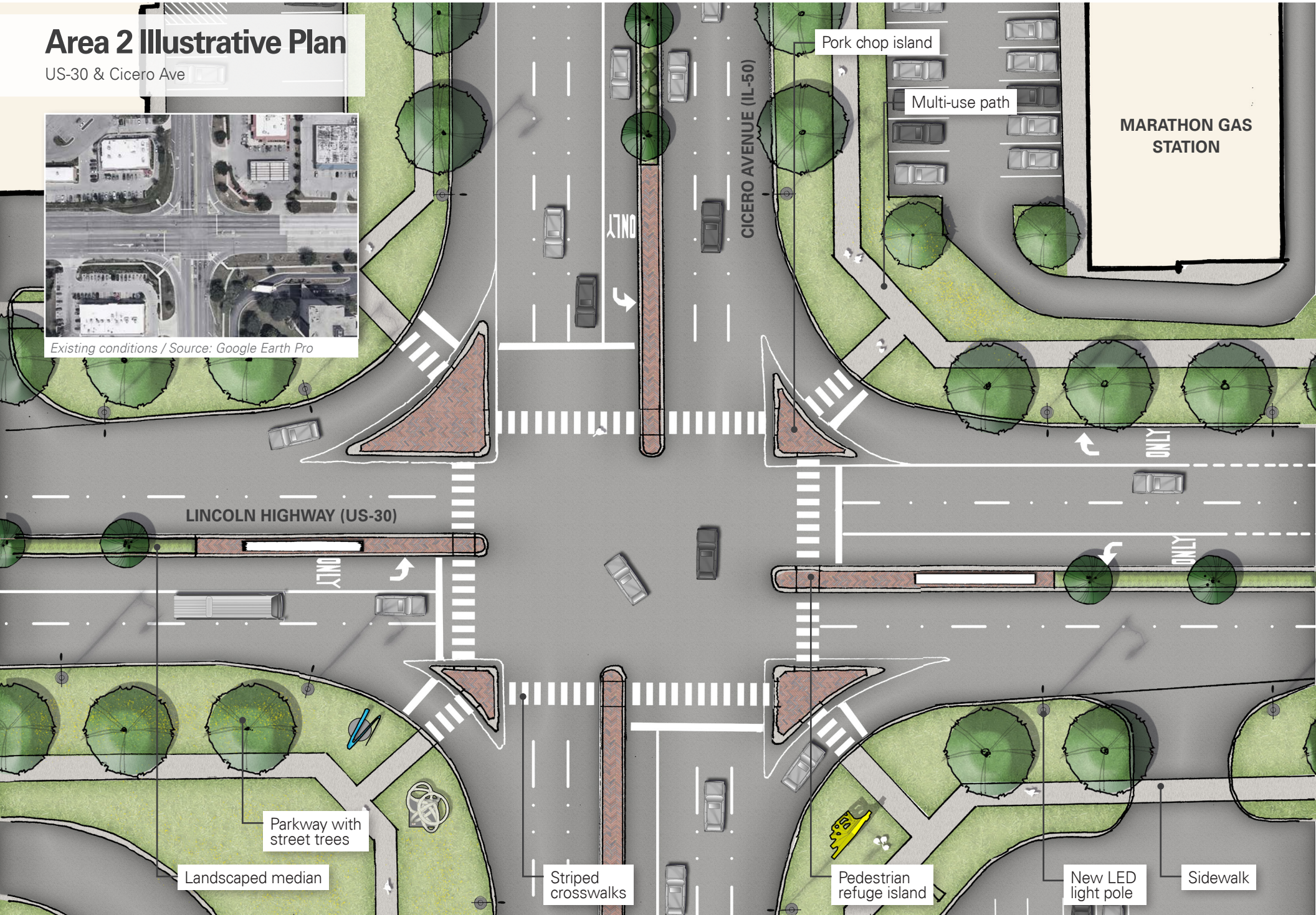
RICHTON PARK

Area 2 Illustrative Plan

US-30 & Cicero Ave



Existing conditions / Source: Google Earth Pro



AREA 2 ILLUSTRATIVE PLAN

EXISTING CONDITION IMAGES



View from the northwest corner. / Source: Google Earth Pro



View from the northeast corner. / Source: Google Earth Pro



View from the southwest corner. / Source: Google Earth Pro



View from the southeast corner. / Source: Google Earth Pro

Area 3 Illustrative Plan

East of US-30 & Kildare Ave

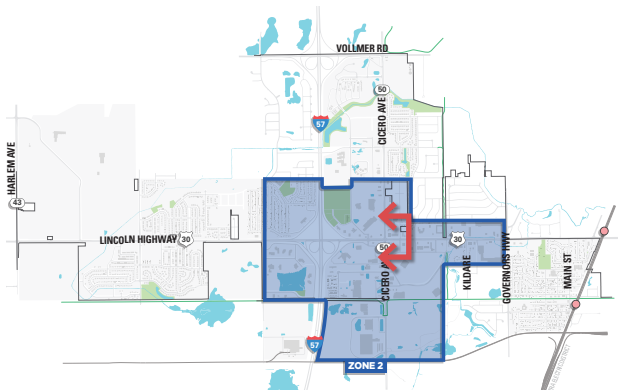


Existing conditions / Source: Google Earth Pro



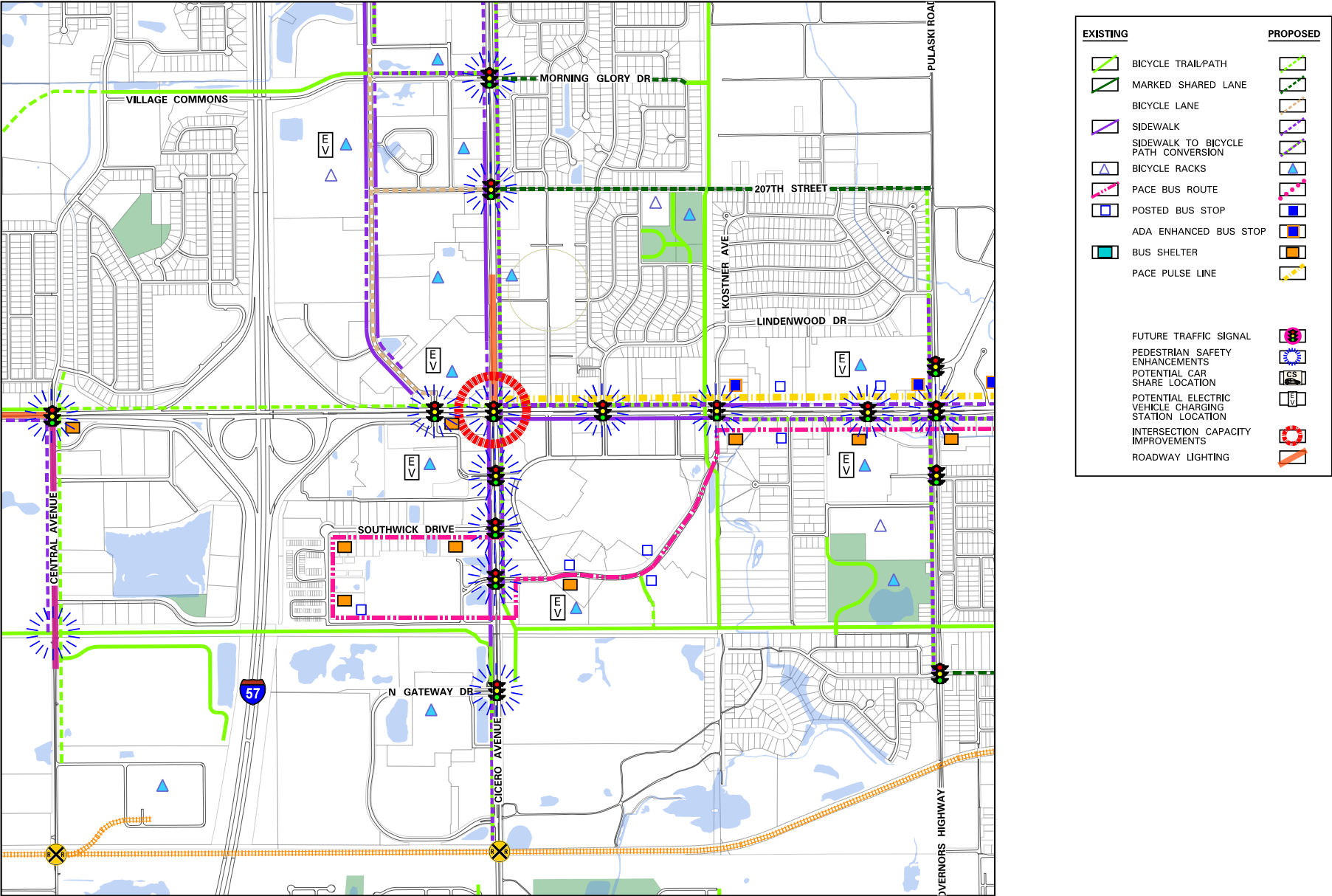
AREA 3 ILLUSTRATIVE PLAN

ROADWAY PERSPECTIVE



TRANSPORTATION IMPROVEMENTS

ZONE 2



TRANSPORTATION IMPROVEMENTS

ZONE 2

Intersection Pedestrian Safety Enhancements

Intersection	Crosswalk Type	Intersection Approach	Pedestrian Signals	Countdown Timers	ADA Compliance
US-30/Matteson Ave	HV	All	√	√	√
US-30/Cicero Ave	HV	All	√	√	√ ¹
US-30/Lindenwood Dr	HV	All	√	√	√
US-30/Kostner Ave	HV	East	√	√	√
US-30/Matteson Plaza	HV	All	√	√	√
US-30/Governors Hwy	HV	All	√	√	√
Cicero Ave/Town Center	HV	All	√	√	√ ²
Cicero Ave/Southwick Dr	HV	All	√ ³	√ ³	√ ⁴
Cicero Ave/Promenade Way	HV	All	√	√	√ ⁵
Cicero Ave/N. Gateway Dr	HV	West	n/a	n/a	n/a

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

¹ Needed on north, east and west approaches only.

² Needed on south approach only.

³ Needed on north and east approaches only.

⁴ Needed on north approach only.

⁵ Needed on north, east and south approaches only.

IDOT Programmed Roadway Improvements

(FY 2020-2025 Highway Improvement Program)

- **I-57:** Resurfacing; 7.24 miles from Will County Line to 0.1 mi north of 175th St (FY 2021-2025)
- **US-30/Cicero Ave Intersection:** Traffic signal modernization, channelization, design, land acquisition. (Design FY 2020; Construction FY 2021-2025)
- **Cicero Ave:** Lighting installation, US-30 to north of 205th St (FY 2021-2025)

Public Transit

- Realign route through former Lincoln Mall site and consider route extension west along US-30 to Manheim Chicago, to be studied further in the RTA's Transportation Alternatives Study. Any service extensions should consider a new bus shelter on eastbound US-30 at Matteson Avenue and new bus stop locations on westbound US-30 at Matteson Avenue and northbound Cicero Avenue at Town Center.
- Installation of Pace Bus Shelters at Existing Bus Stops with Higher Ridership
- Eastbound US-30 at Kostner Avenue
- Eastbound US-30 at Matteson Plaza
- Eastbound US-30 at Governors Highway
- Eastbound 4647 Lincoln Mall Drive
- Northbound Southwick Drive at Stoneridge Court
- Eastbound 5210 Southwick Drive
- Eastbound 4801 Southwick Drive
- ADA Enhancements to Existing Pace Bus Stops (concrete pads, sidewalk connections)
- Westbound US-30 at Kostner Avenue
- Westbound US-30 at Governors Highway
- Westbound US-30 at Roslyn Road
- Westbound US-30 at Wingate Road
- Westbound US-30 at Evergreen Circle

TRANSPORTATION IMPROVEMENTS

ZONE 2

- **Pace PULSE** arterial rapid transit service is a more long-term project that is planned to be implemented along an 11-mile stretch of US-30 between Cicero Ave and the Indiana border.

Bicycle Paths/Trails

- **US-30:** Extend bicycle path along north side of US-30 from Central Avenue to the Preservation Path at Kostner Avenue. Replace existing sidewalk segments along north side of US-30 between Matteson Avenue and Kostner Avenue with 10-foot bicycle path. Develop at-grade crossings or bicycle path underpasses at the I-57 northbound entrance ramp and southbound exit ramp. Modify US-30 median and westbound lane channelization on bridge over I-57 to provide barrier-protected bicycle lane on north side of US-30 or construct bicycle bridge over I-57 adjacent to north side of US-30 bridge.
- **US-30:** Replace existing sidewalk along south side of US-30 between Kostner Avenue and Governors Highway with 10-foot bicycle path. Construct bicycle bridge over Butterfield Creek.
- **Cicero Ave:** Extend bicycle path along east side of Cicero Ave from Vollmer Road to Old Plank Road Trail. Most of the path south of Butterfield Creek would be constructed by replacing the existing sidewalk with a 10-foot bicycle path. Construct bicycle bridge over Butterfield Creek.
- **Cicero Ave:** Extend bicycle path along west side of Cicero Ave from Old Plank Road Trail to CN Railway by replacing the existing sidewalk with a 10-foot bicycle path. Will ultimately connect with Village of Richton Park's planned Poplar Avenue Bike Trail extension and Rich South High School.
- **Governors Highway:** Extend bicycle path along west side of Governors Highway from 207th Street to 216th Street. Segment between 207th Street and Lindenwood Drive would be new. Segment south of Lindenwood Drive would be constructed by replacing the existing sidewalk with a 10-foot bicycle path. Path would pass beneath the Old Plank Road Trail bridge.
- **Matteson Avenue:** Install bicycle lanes on Matteson Avenue between the roadway north of Village Hall and Matteson Center. The 46-foot wide roadway currently permits parking on the west side of the road only.

- **207th Street:** Install bicycle lanes on 207th Street between Cicero Ave and Matteson Avenue. The 46-foot wide roadway currently permits parking on both sides of the road and carries approximately 3,050 vehicles per day. Would need to prohibit parking on one side similar to Matteson Avenue.
- **207th Street:** Install shared-lane markings on 207th Street between Cicero Ave and Governors Highway. The 36-foot wide roadway permits parking on one side of the road and has a 25 mph posted speed limit.
- **Old Plank Road Trail Connection:** Extend bicycle path from JC Penney parking lot to Old Plank Road Trail.

Bicycle Parking

- Install bicycle racks at public facilities, parks, shopping centers, and major employers, including Oakwood Park, Governors Trail Park, Matteson Center, The Home Depot, Matteson Town Center, Marketplace of Matteson, Menards, Matteson Plaza, Rogers Enterprises, Ace Hardware-Paint Division plant, and the Promenade at Lincoln. Recommended bicycle rack styles include the inverted "U" (or loop), post and ring, and wheelwell-secure.

Pedestrian Paths

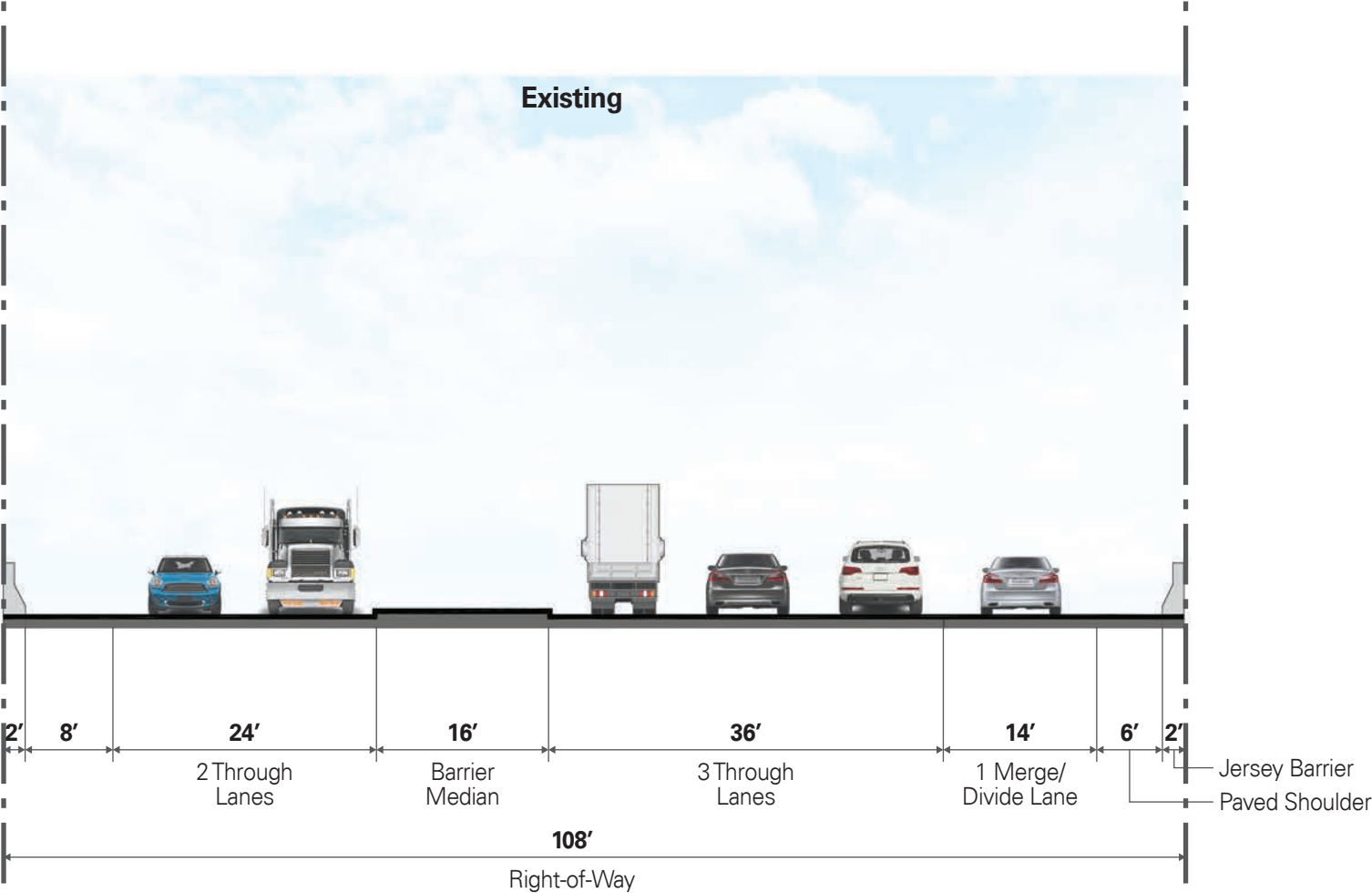
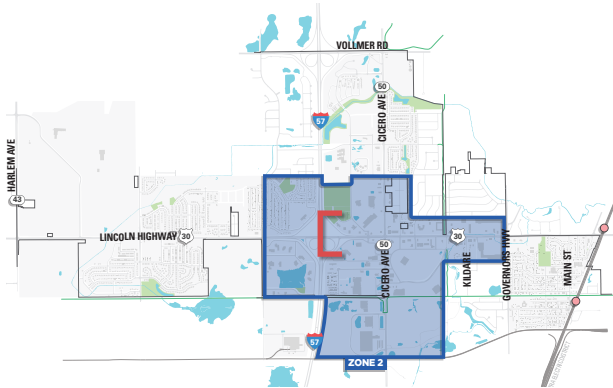
- **US-30:** Infill missing sidewalk segment along north side of US-30 from Kildare Avenue to McDonald's (approx. 1,025 lineal feet).
- **Cicero Ave:** Infill missing sidewalk segments along west side of Cicero Ave from Vollmer Road to US-30 (approx. 4,650 lineal feet).
- **Matteson Avenue:** Install missing sidewalk segments along both sides of Matteson Avenue between Village Commons and Matteson Center (approx.. 1,735 lf east side; 1,585 lf west side).

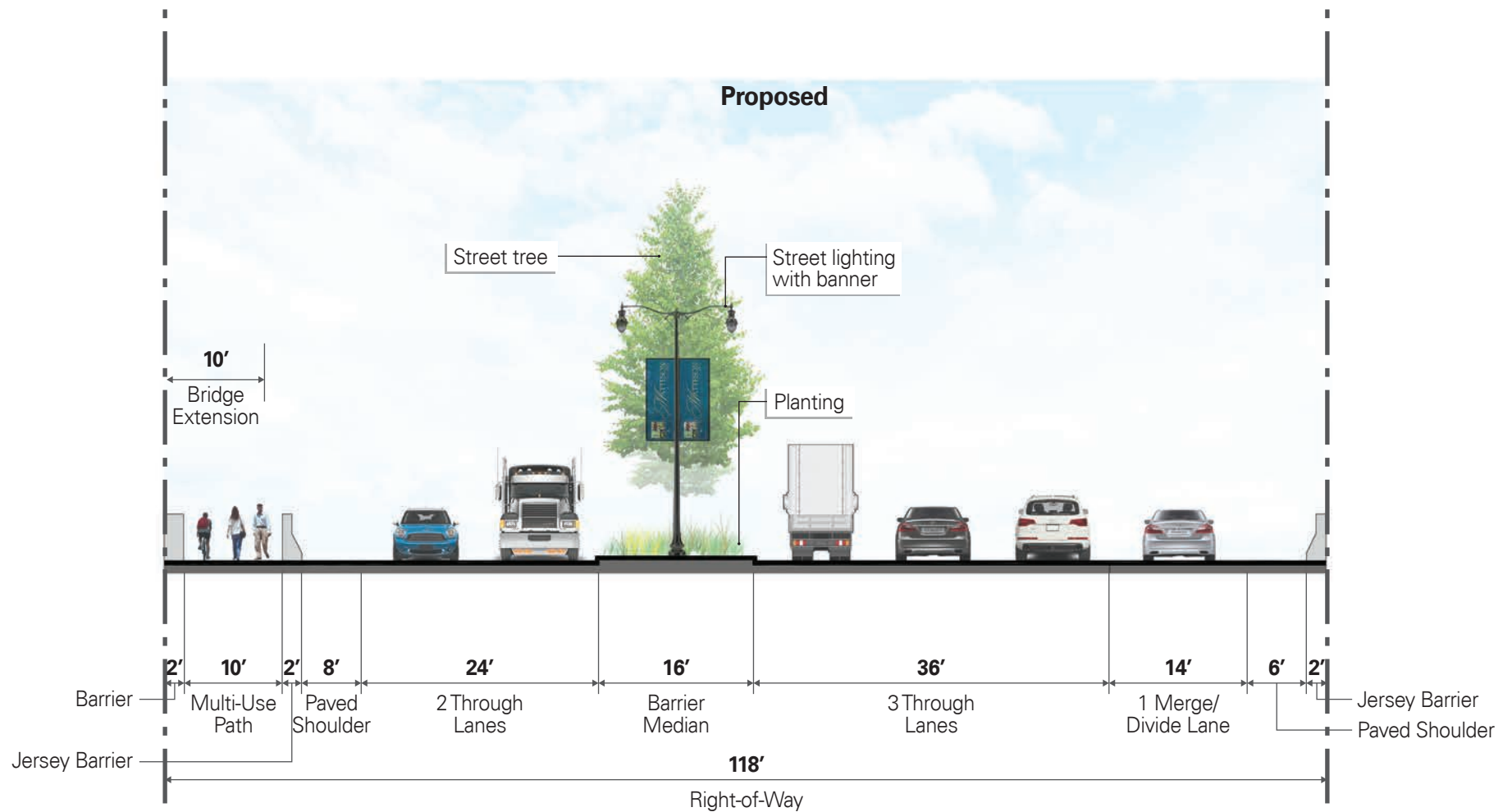
Sustainable Measures

- **Care Share Locations:** Holiday Inn Chicago Matteson Conference Center
- **Electric Vehicle Charging Station Locations:** Matteson Community Center, Matteson Center, Matteson Town Center, Marketplace of Matteson, Matteson Plaza, and the Promenade at Lincoln.

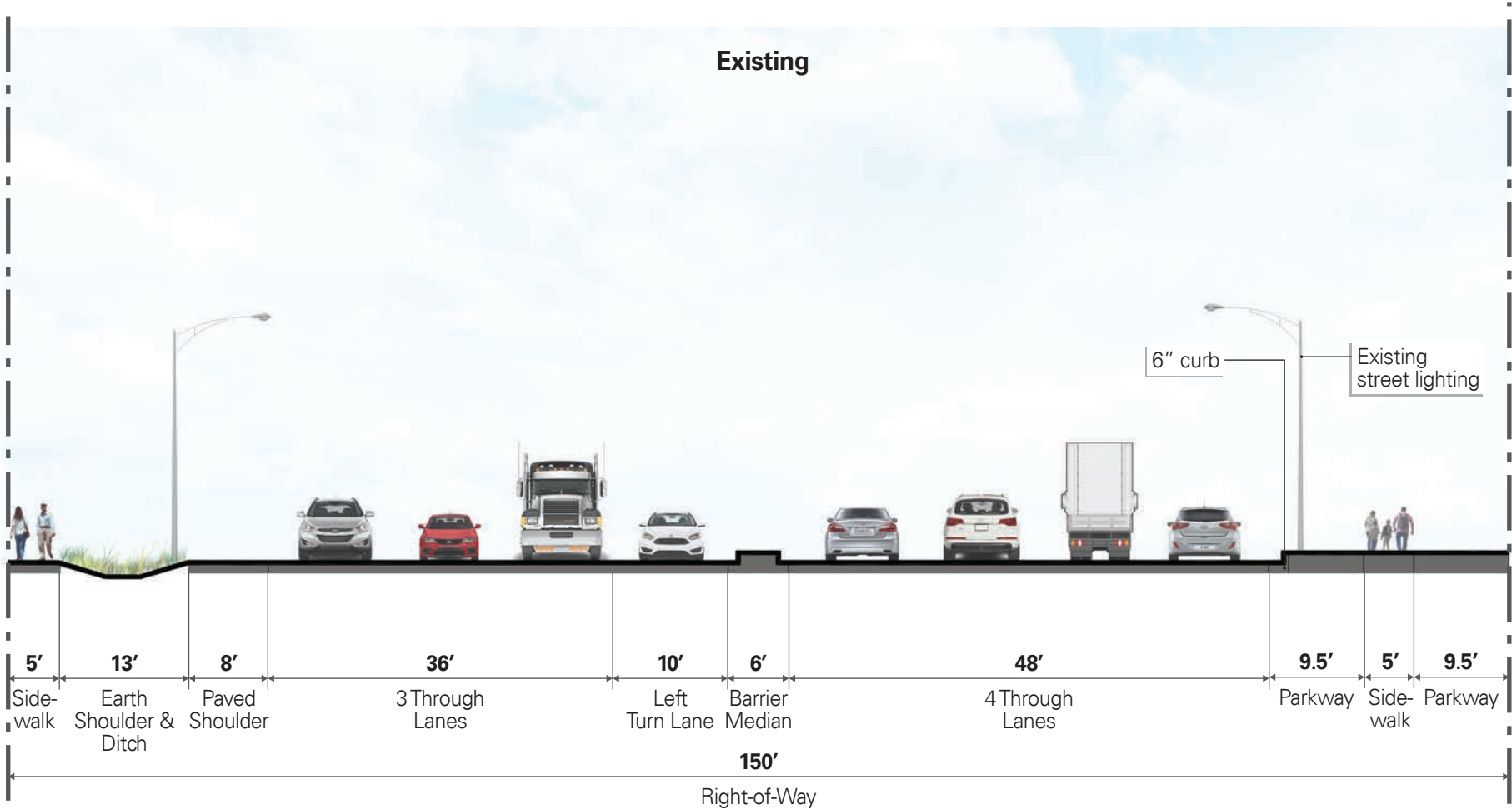
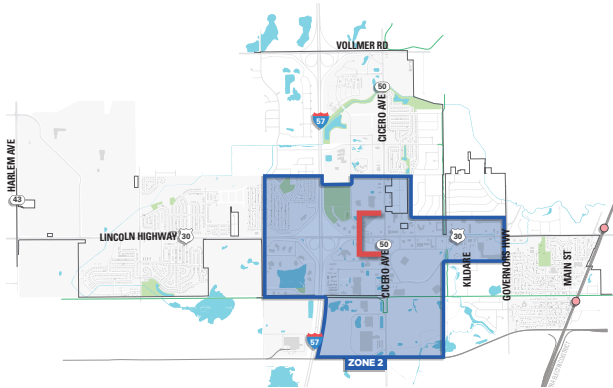
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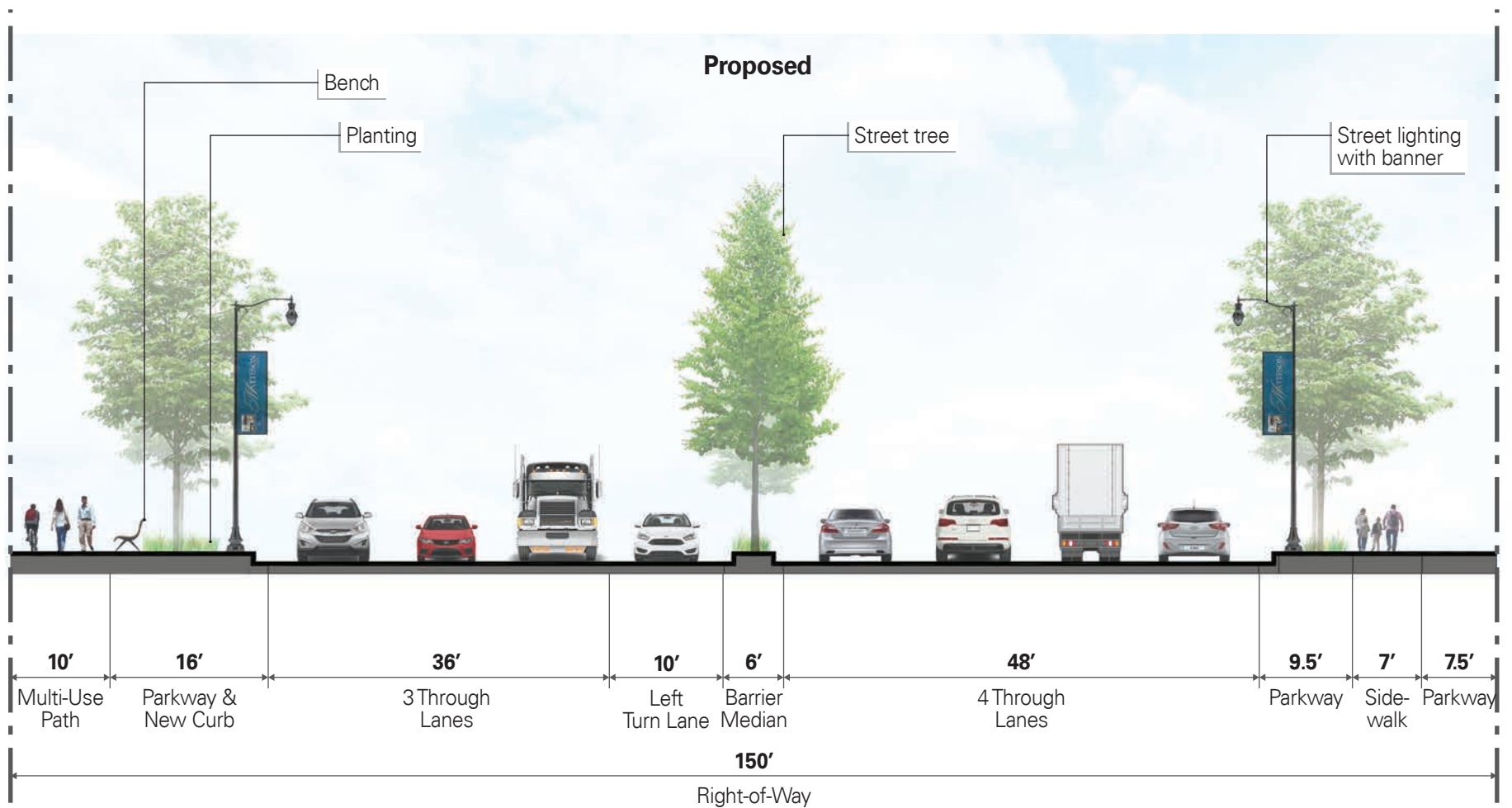
US-30 BRIDGE OVER I-57 (VIEW EAST) ROADWAY SECTIONS



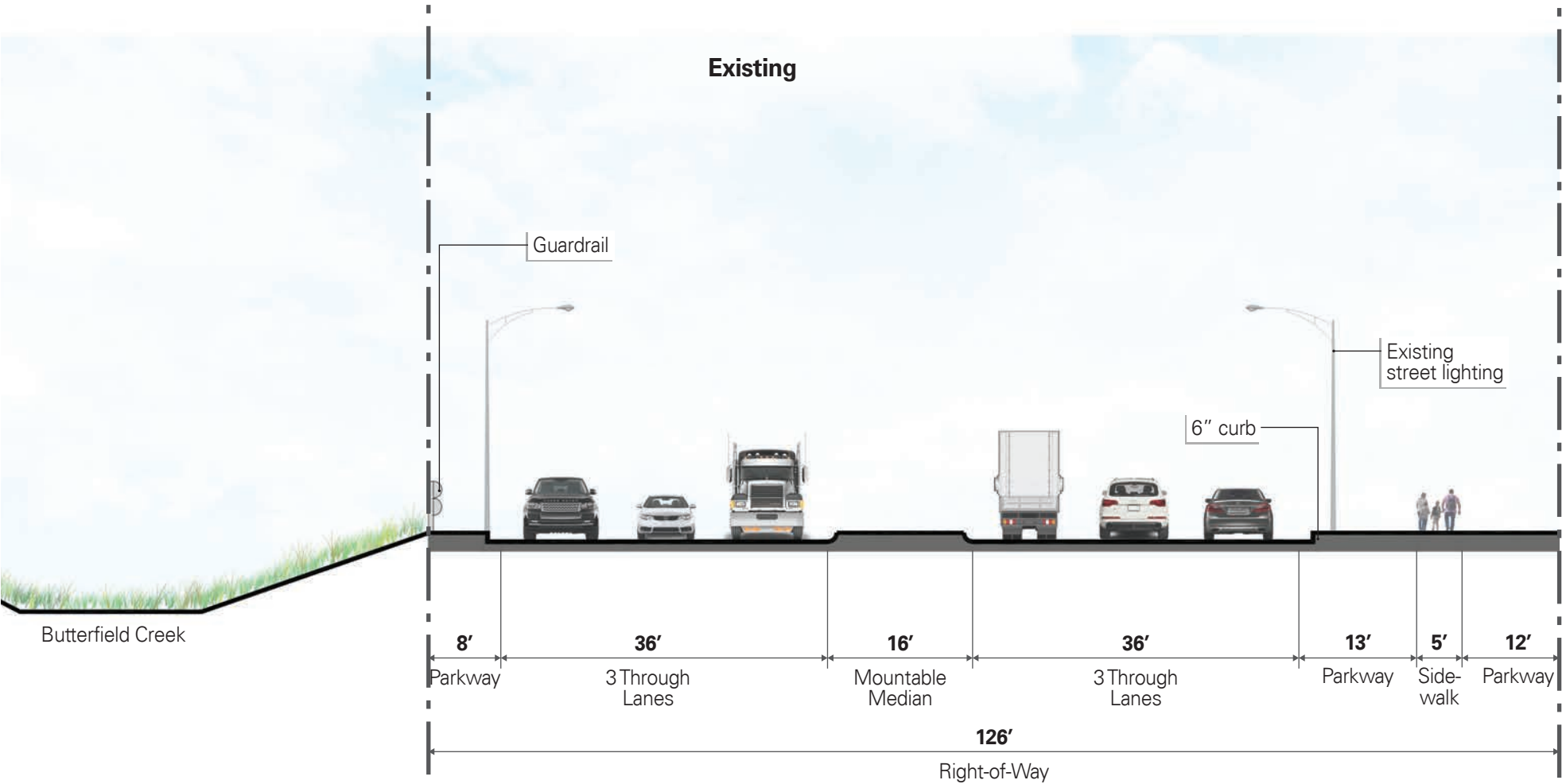
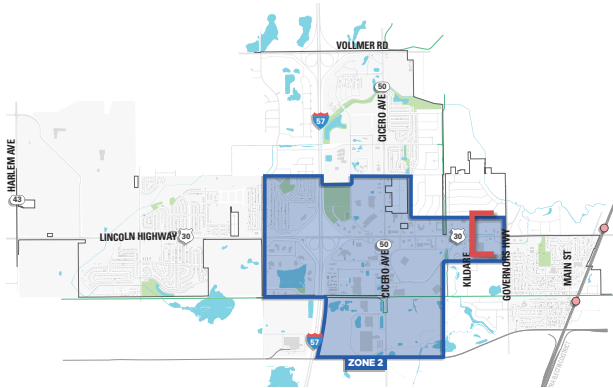


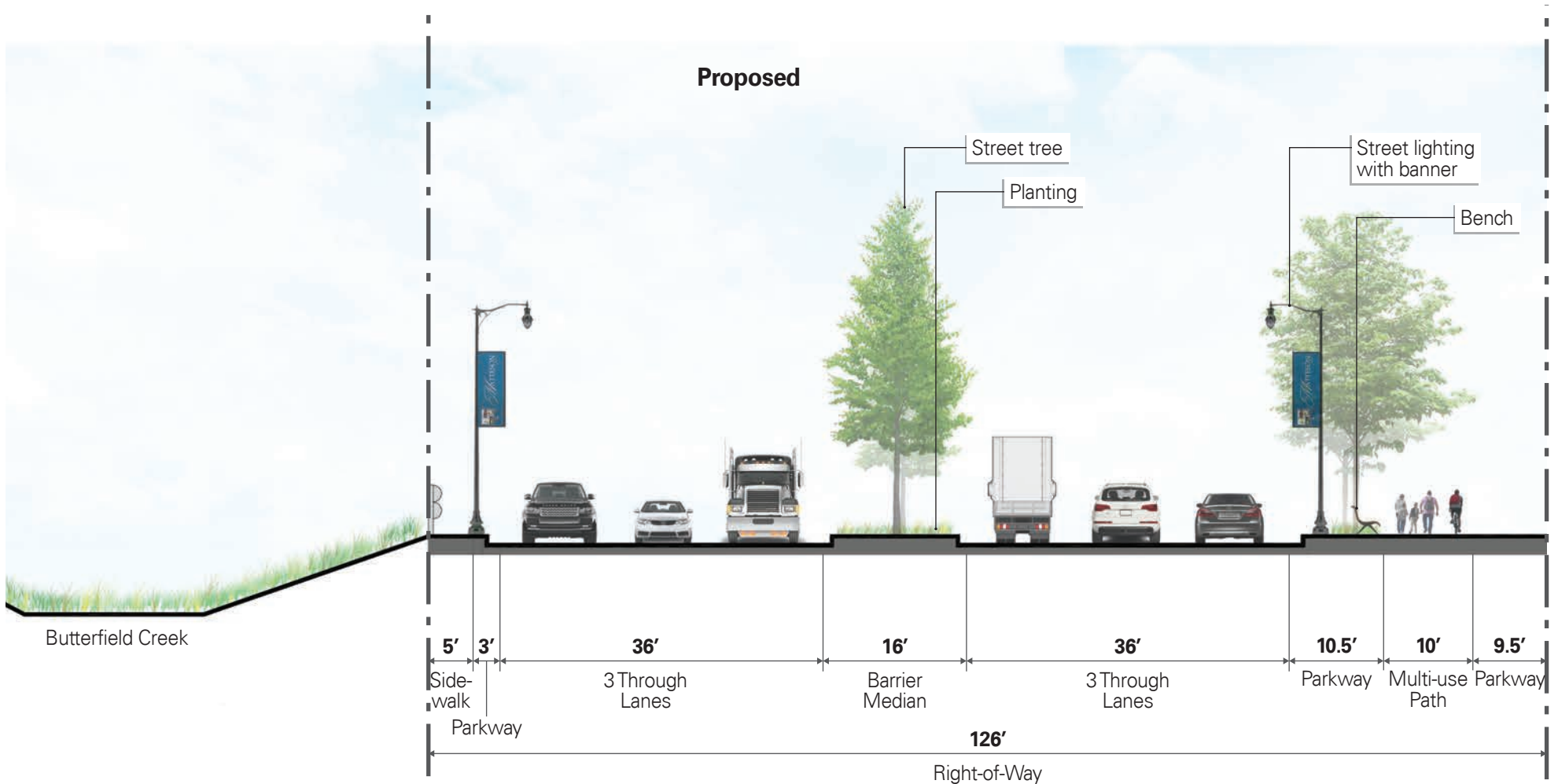
US-30 EAST OF MATTESON AVE (VIEW EAST) ROADWAY SECTIONS



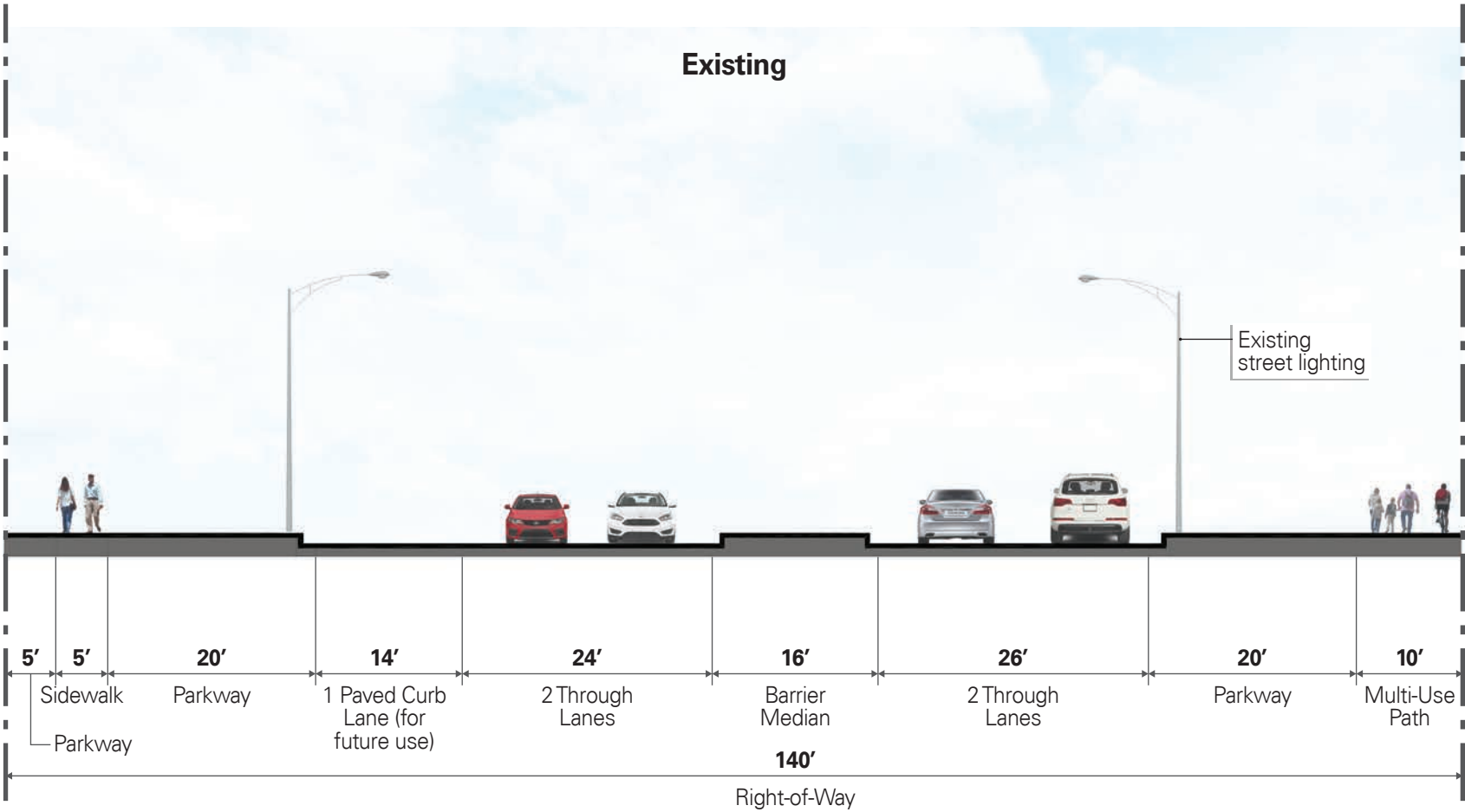
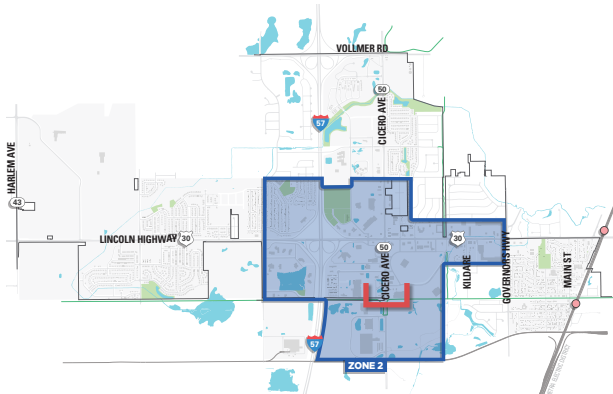


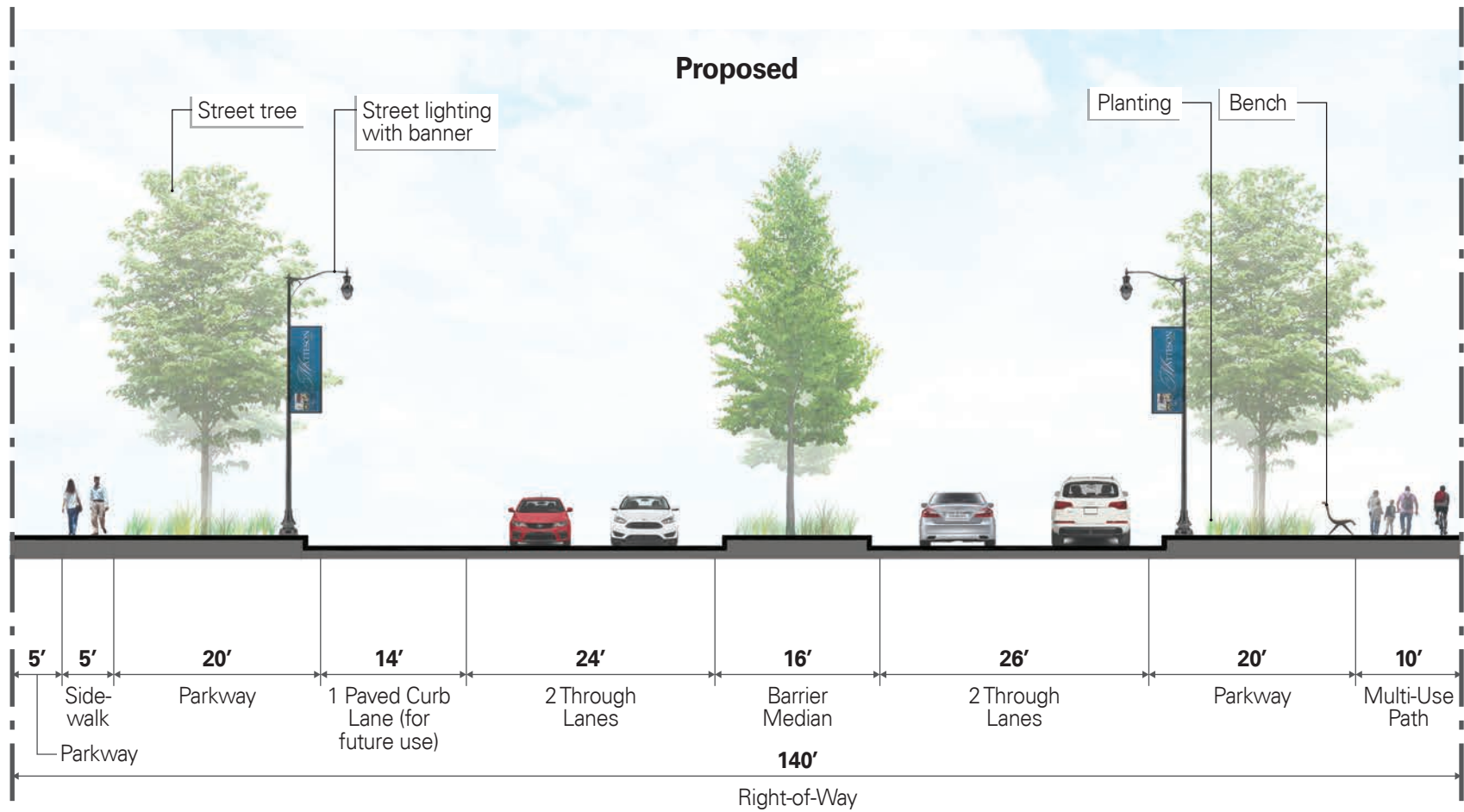
US-30 EAST OF KILDARE AVE (VIEW EAST) ROADWAY SECTIONS





CICERO AVE NORTH OF GATEWAY DR (VIEW NORTH) ROADWAY SECTIONS





INFRASTRUCTURE IMPROVEMENTS

ZONE 2

While traditional stormwater management typically relies on gray infrastructure, high-density areas, such as Zone 2, can improve its ability to manage stormwater runoff by incorporating street trees to interact with the hydrologic cycle. Street trees encourage infiltration and help reduce runoff to the existing storm sewer system while improving the water quality entering into bodies of surface waters. The abundant amount of paved surfaces in Zone 2 leaves limited access to soil for successful tree growth. Systems similar to the Silva Cell (seen in the Silva Cell figure), allows trees to be planted within the impervious surfaces, encouraging infiltration and reducing runoff.



Silva Cells | Source: CBBEL



Lawrence Ave. Landscaped Median | Source: CBBEL

Multi-use Path Considerations

US-30 west of Matteson Avenue currently has a rural cross-section. If a multi-use path were to be installed in this section, the design will need to incorporate stormwater infrastructure in order to effectively drain runoff to the local sewer system. Regarding development within the right-of-way, an increase of impervious area greater than or equal to 1 acre will require both detention storage requirements and volume control based on the WMO. There is a 66-inch sanitary sewer that crosses US-30 diagonally between Kostner Avenue and Kildare Avenue, as shown in the Zone 2 Figure. Bioinfiltration systems will need to consider this utility if underdrains are to be installed.

There is also a 60-inch MWRD interceptor that runs on the north side of Route 30 between Kostner Avenue and Governor's Highway, which collects the sanitary areas east of Cicero Avenue, as shown in the Zone 2 Figure. Enclosing the open ditch network in this area will need to consider setbacks from the sanitary line in addition to the installation of a storm sewer



Lawrence Ave. Integrated Tree & Stormwater System | Source: CBBEL

network to convey flow to Butterfield Creek East.

Bike Path Considerations

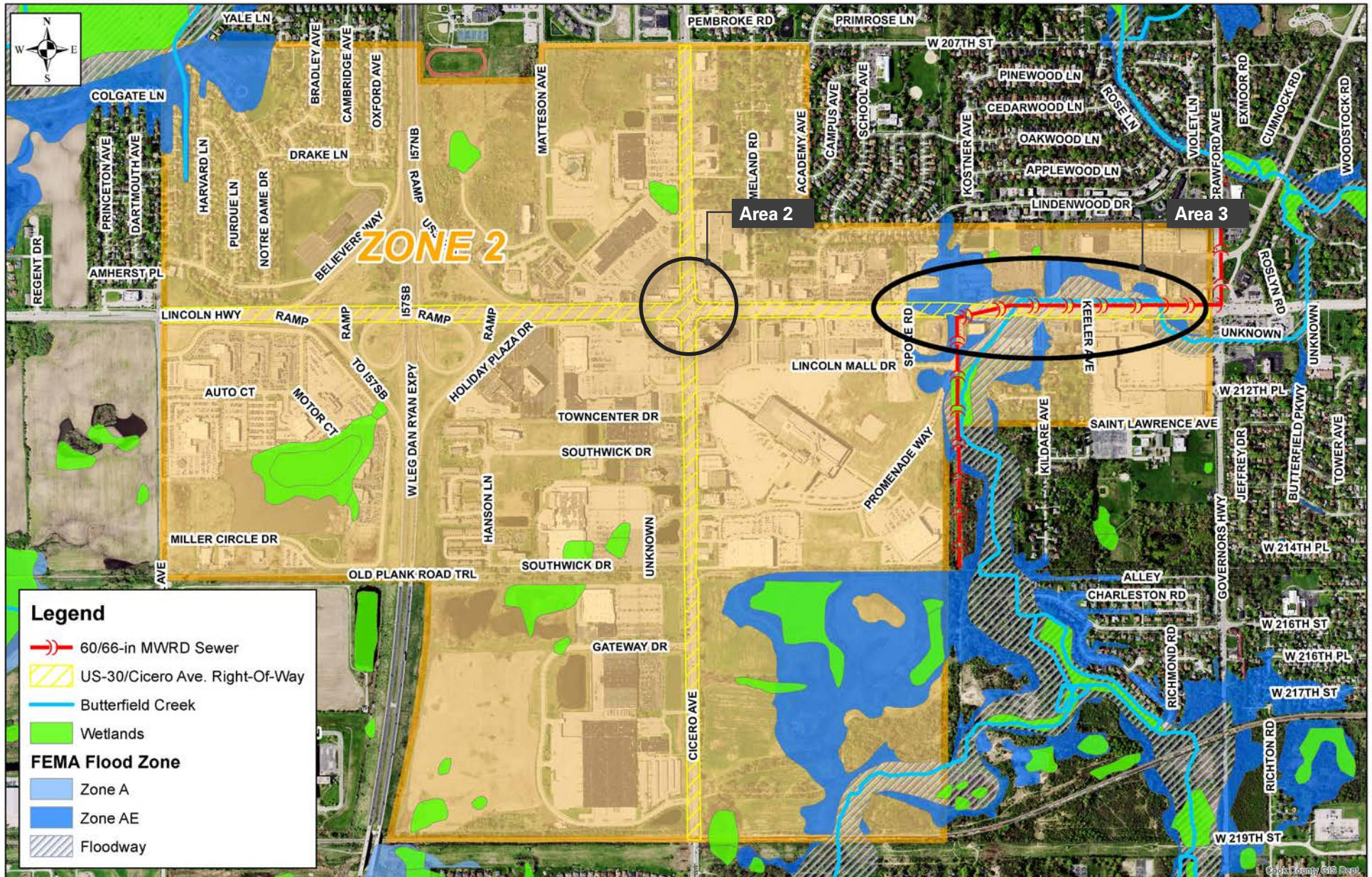
The intersection of I-57 and US-30 is an area for concern for incorporating a bike path. There is a large structure/crossing at the northeast corner of the intersection which conveys stormwater west into the existing ditch along the north side of US-30 and eventually to Butterfield Creek. If stormwater storage is being provided within the infield areas, any displaced storage volume will need to be compensated for according to the WMO. Additionally, if a trail system were to be installed, a stormwater conveyance associated with the ditch in addition to the trail will need to be constructed adjacent to the homes. This area is a concern due to space limitations and grade limitations.

Floodplain & Floodway Considerations

Butterfield Creek East Branch crosses Route 30 at 3 distinct locations: it flows north between Kildare Avenue and Kostner Avenue and then parallels Route 30 flowing east and crosses back under Route 30 approximately 600 feet west of Governor's Highway. There is a regulatory Zone AE floodplain and floodway associated with Butterfield Creek East Branch within the right-of-way limits. Development within these designated areas will require additional permitting through the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) and is considered an area of concern due to the limitations of development. All work within the regulatory floodway of Butterfield Creek East Branch must also be an appropriate use set forth by the IDNR-OWR Part 3708 Rules. All work within the regulatory floodplain must meet the requirements of the MWRD WMO, including compensatory storage at a ratio of 1.1:1 for all volume of floodplain that is filled, thus limiting the development area adjacent to the watercourse.

Wetland Considerations

According to the National Wetland Inventory, there are wetland areas adjacent to Butterfield Creek East Branch, south of Route 30 and east of Promenade Way and within the agricultural south of Old Plank Road Trail and both east and west of Cicero Avenue. There is also a wetland in Notre Dame Park, north of Lake Superior Drive. A wetland assessment will need to be completed by a Certified Wetland Specialist and confirmed by the U.S. Army Corps of Engineers prior to development in these areas. Depending on the outcome of the assessment, wetland mitigation and/or buffers may need to be provided for any identified wetland areas. Therefore, development in these areas is considered an area of concern due to the limitations of development.



US-30/I-57 INTERCHANGE PATH OPTIONS

The US-30/I-57 interchange is both a gateway into Matteson and a barrier for pedestrians and bicycles. I-57 plays an important role in the economic viability and connectivity of the Village. It is located east of Cicero Avenue and connects to US-30 directly. Several hotels and convention facilities are located nearby. Just south of the interchange, Old Plank Prairie Nature Preserve connects to the Old Plank regional trail system. To create a cohesive multi-modal roadway network, improvements to the interchange to accommodate pedestrians and bikes will be necessary. The following pages illustrate three concepts for consideration to accomplish the following goals:

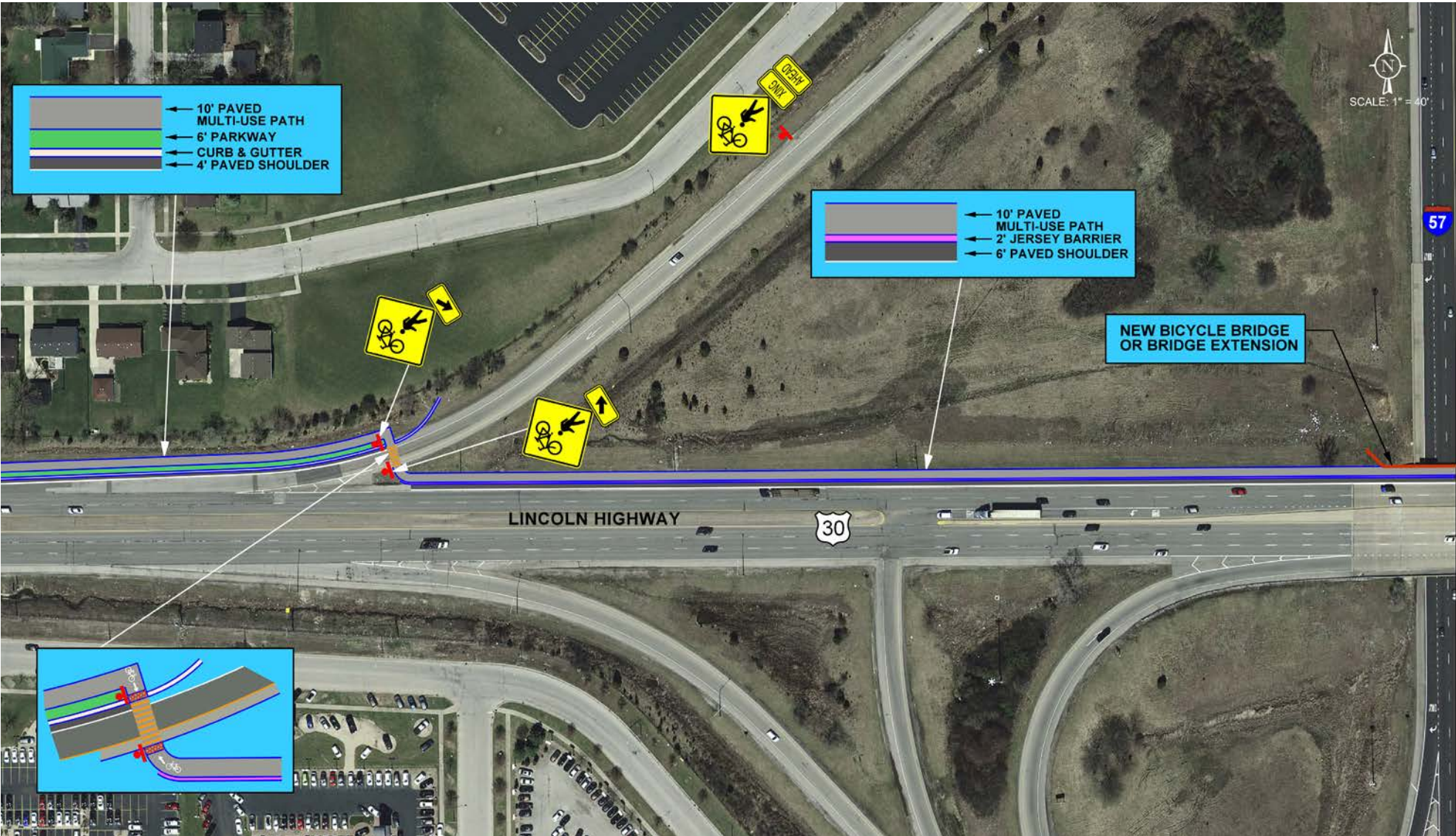
1. Improved safety for pedestrians.
2. Strengthen the east-west connection along Cicero Ave
3. Connect regional trail systems in Matteson
4. Provide multi-modal access through the interchange.

Cost estimates for each options are located in the appendices.

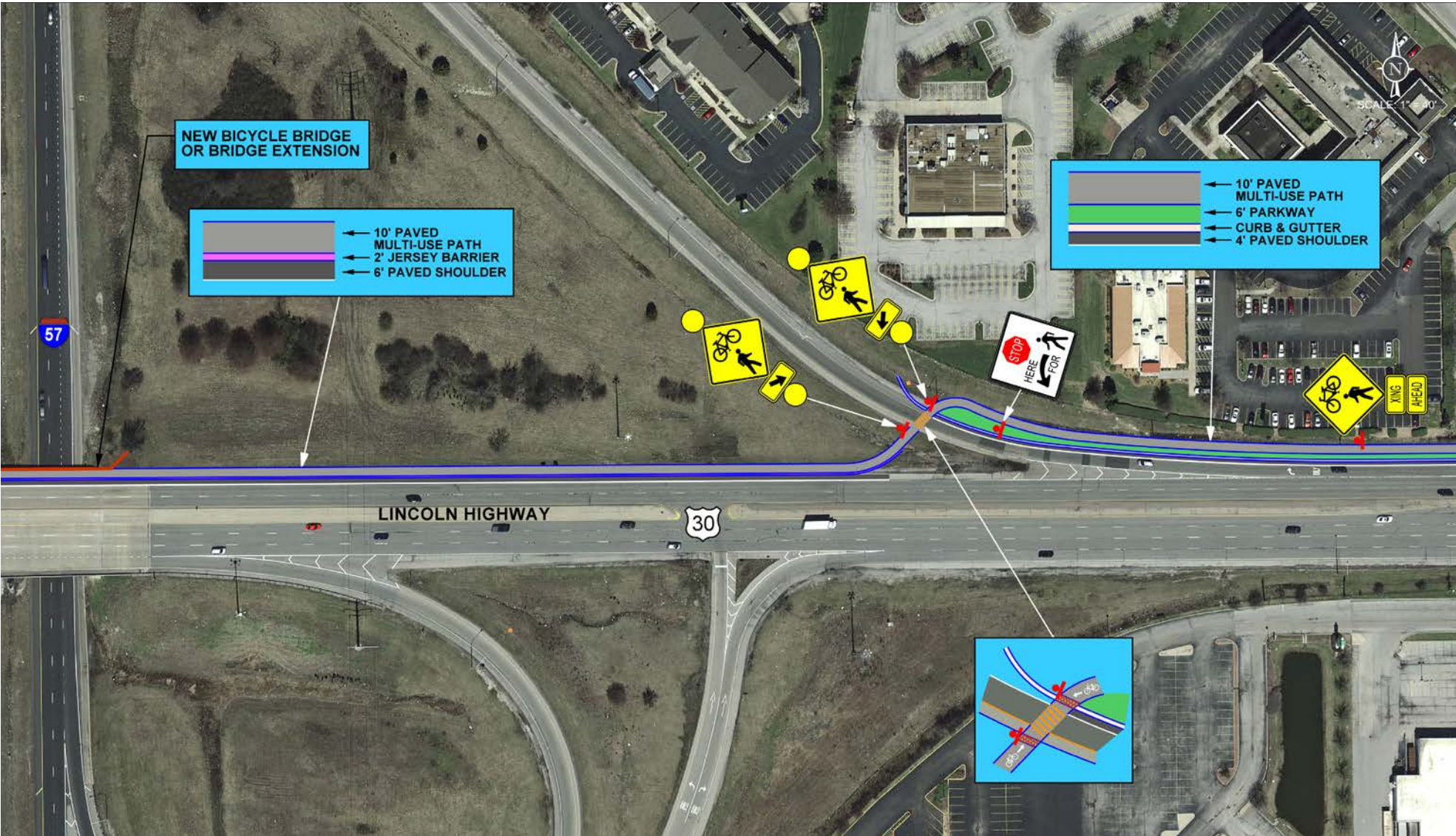


Images of I-57 from US-30. Source: RATIO

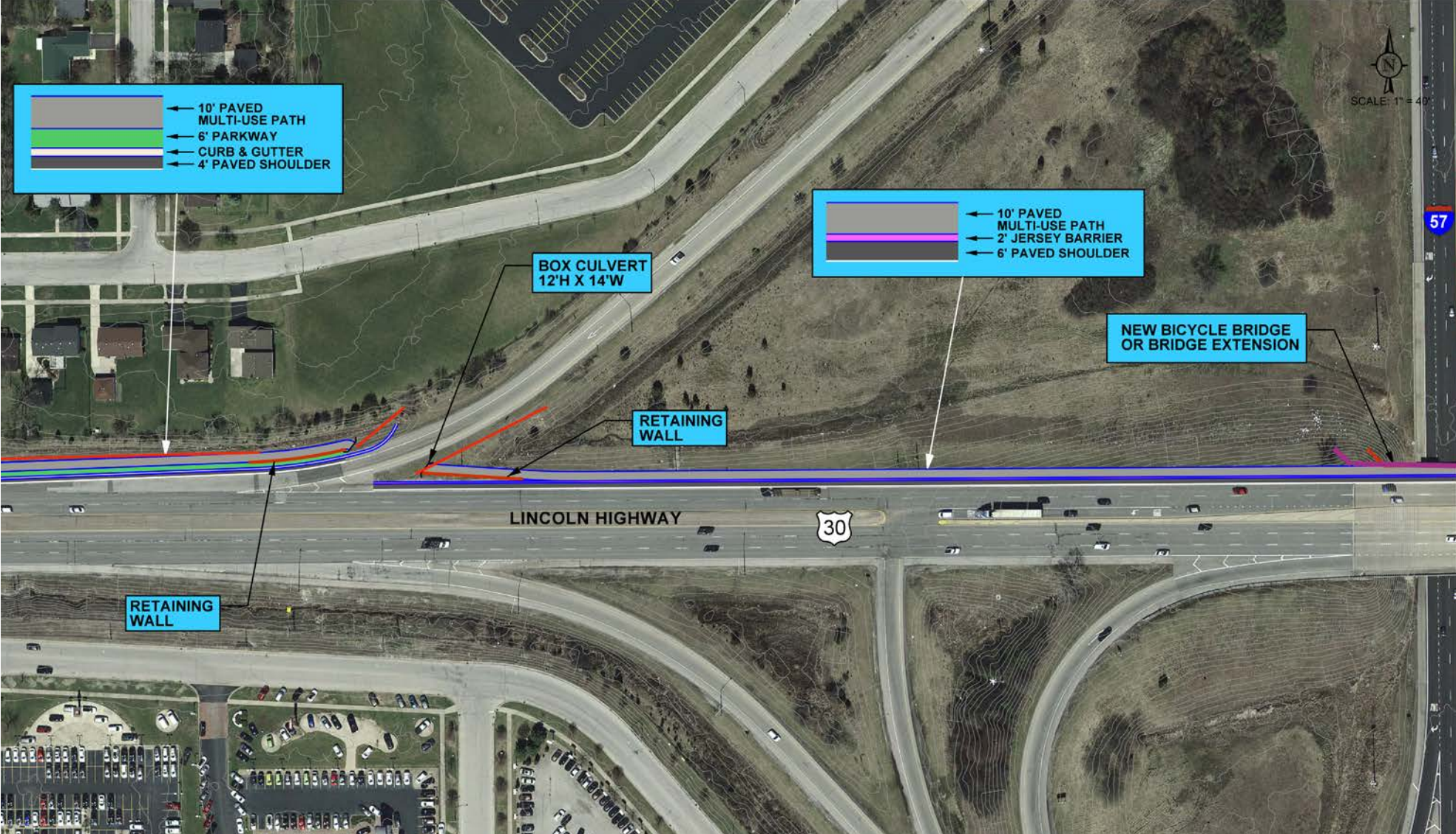
OPTION 1



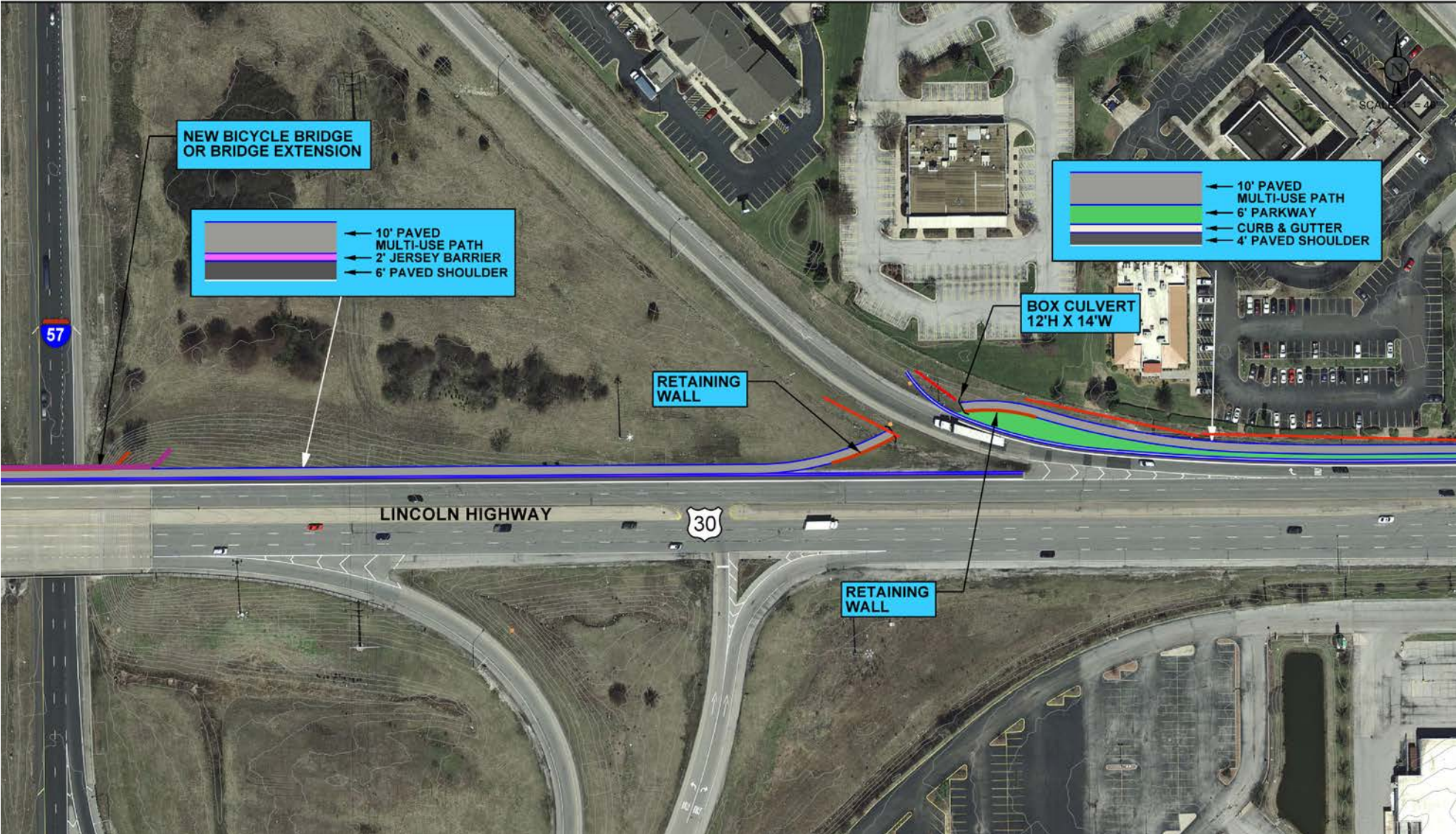
This option consists of a separate bridge structure over I-57 carrying a 10-foot path. The structure would run adjacent to the north side of the bridge or could consist of a cantilevered extension of the existing bridge. The new bicycle bridge would extend to the east and west of the overpass and cross the I-57 northbound entrance ramp and southbound exit ramp at-grade. Highly visible bicycle/pedestrian crossing signage, possibly with flashing yellow beacons, would be installed at the crossings. The path would then continue within the public right-of-way along the north side of US 30 east to Matteson Avenue and west to Central Avenue. To accommodate the path within this right-of-way, the existing rural drainage design (shoulder, ditch) would need to be reconstructed to urban standards (curb, gutter, storm sewer).



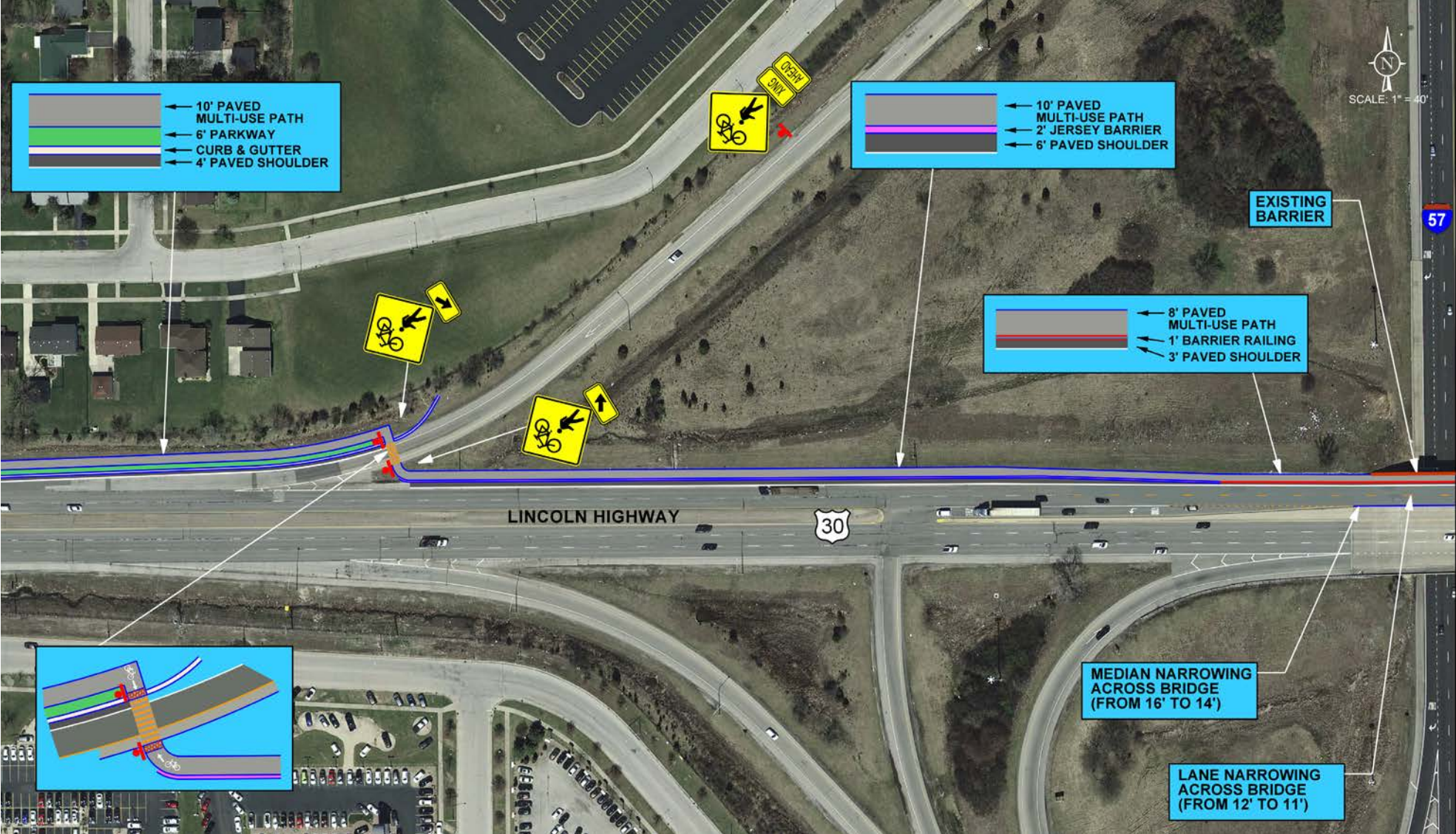
OPTION 2



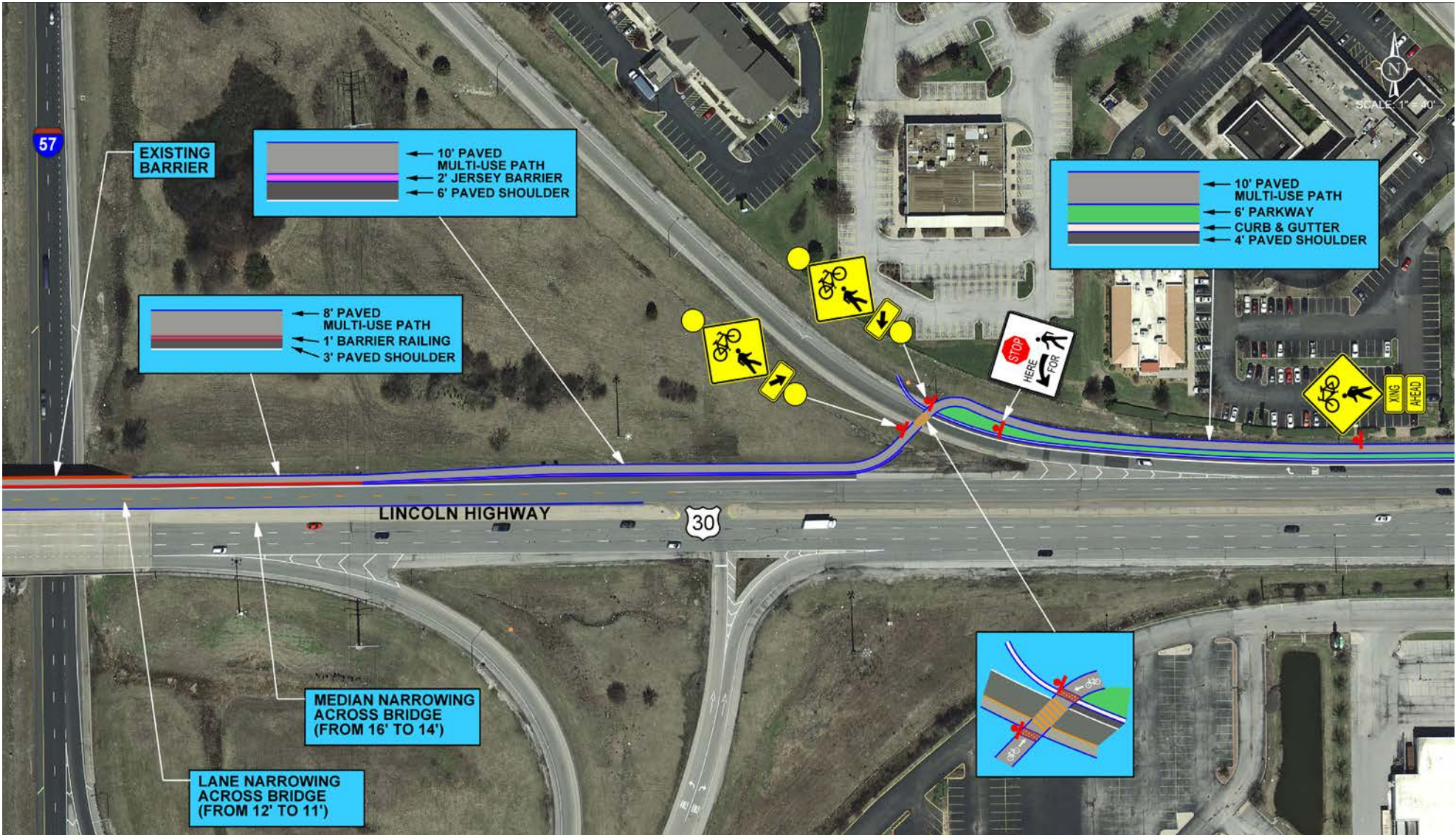
Similar to Option 1, Option 2 consists of a separate bridge structure over I-57 carrying a 10-foot path either adjacent to the north side of the bridge or via a cantilevered extension of the existing bridge. To the east and west of the overpass, the path would ramp down and pass under the I-57 northbound entrance ramp and southbound exit ramp via box culverts thereby eliminating potential conflicts with vehicles. Retaining walls would likely be needed between the roadway and underpass. The path would then ramp back up to grade and continue within the public right-of-way along the north side of US 30 east to Matteson Avenue and west to Central Avenue. To accommodate the path within this right-of-way, the existing rural drainage design (shoulder, ditch) would need to be reconstructed to urban standards (curb, gutter, storm sewer), again similar to Option 1.



OPTION 3



This option narrows the existing US 30 median and westbound travel lanes across the I-57 bridge by a foot or two to allow space on the existing bridge for an 8-foot barrier-protected bicycle lane on the north side of US 30. The bicycle lane would continue as a 10-foot path to the east and west of the overpass and cross the I-57 northbound entrance ramp and southbound exit ramp at-grade, similar to Option 1. Highly visible bicycle/pedestrian crossing signage, possibly with flashing yellow beacons, would be installed at the crossings. The path would then continue within the public right-of-way along the north side of US 30 east to Matteson Avenue and west to Central Avenue. To accommodate the path within this right-of-way, the existing rural drainage design (shoulder, ditch) would need to be reconstructed to urban standards (curb, gutter, storm sewer), again similar to Option 1.



INTERCHANGE OPTIONS

INTERCHANGE CIRCLES

The following are examples of appropriate national interchanges similar to I-57



















INTERCHANGE RAMPS

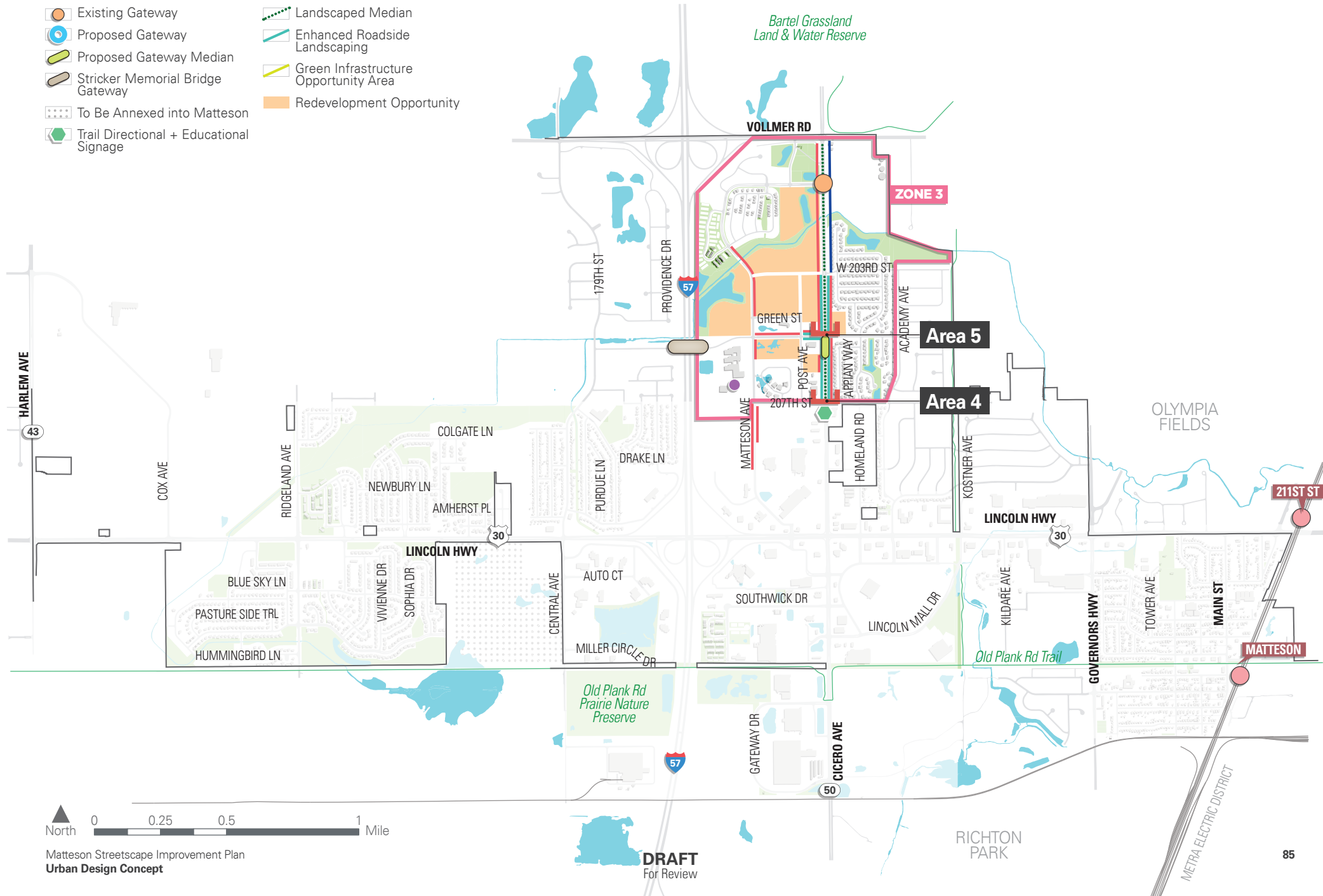


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CHARACTER ZONE 3

Legend

-  Matteson Municipal Boundary
-  Metra Station
-  Existing Trail
-  Existing Gateway
-  Proposed Gateway
-  Proposed Gateway Median
-  Stricker Memorial Bridge Gateway
-  To Be Annexed into Matteson
-  Trail Directional + Educational Signage
-  Connection to Old Plank Rd Trail
-  Fill in Sidewalk Gap
-  Proposed Shared-Use Trail
-  Landscaped Median
-  Enhanced Roadside Landscaping
-  Green Infrastructure Opportunity Area
-  Redevelopment Opportunity



Area 4 Illustrative Plan

Cicero Ave & 207th St



Existing conditions / Source: Google Earth Pro



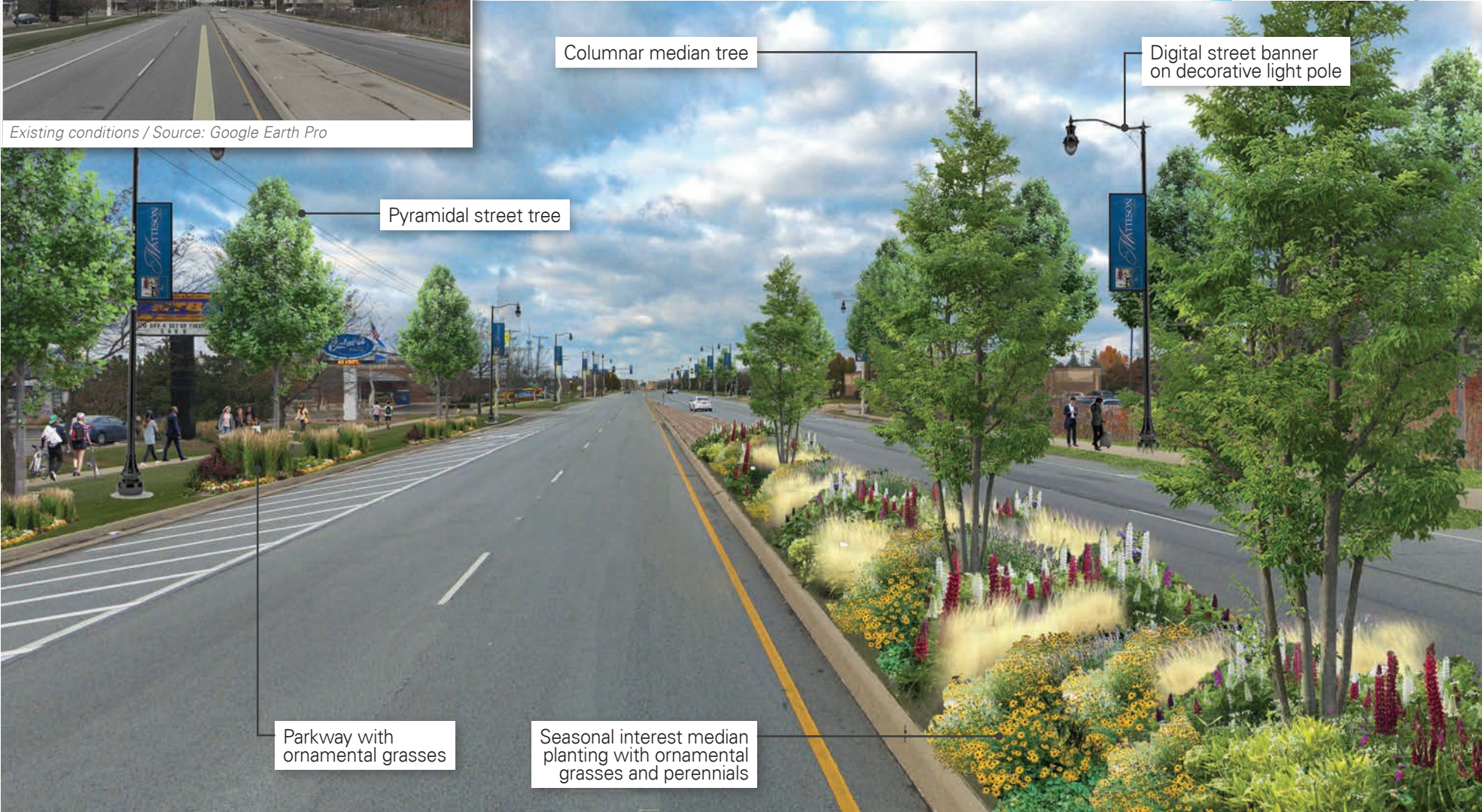
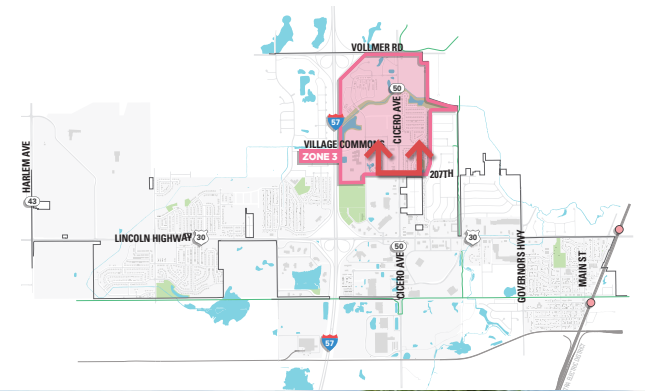
North 0 10 20 feet

AREA 4 ILLUSTRATIVE PLAN

ROADWAY PERSPECTIVE

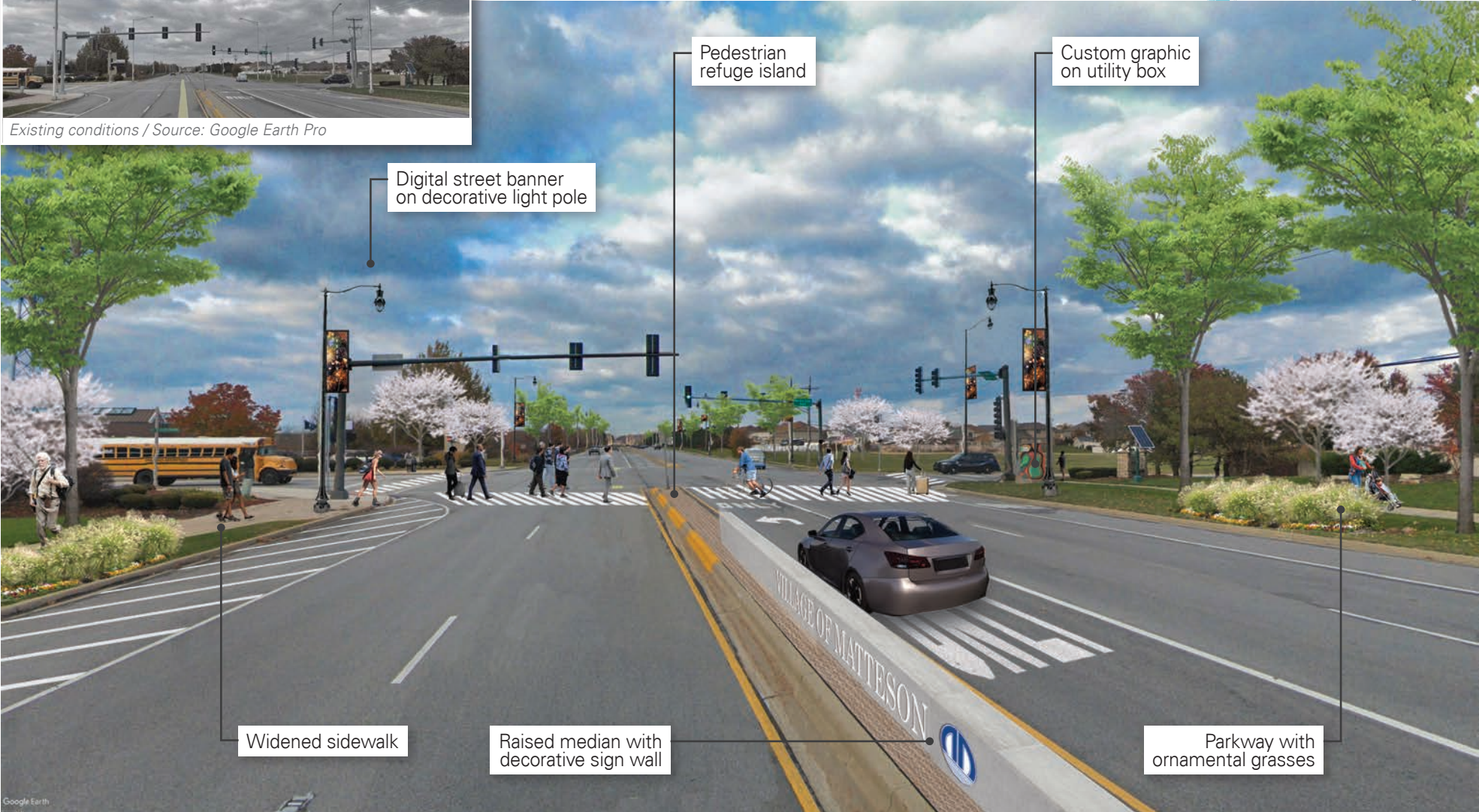
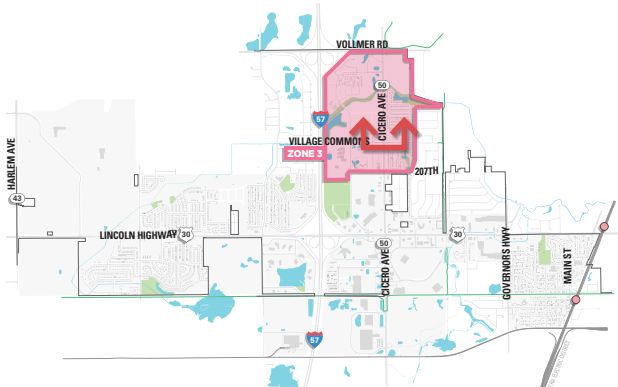


Existing conditions / Source: Google Earth Pro



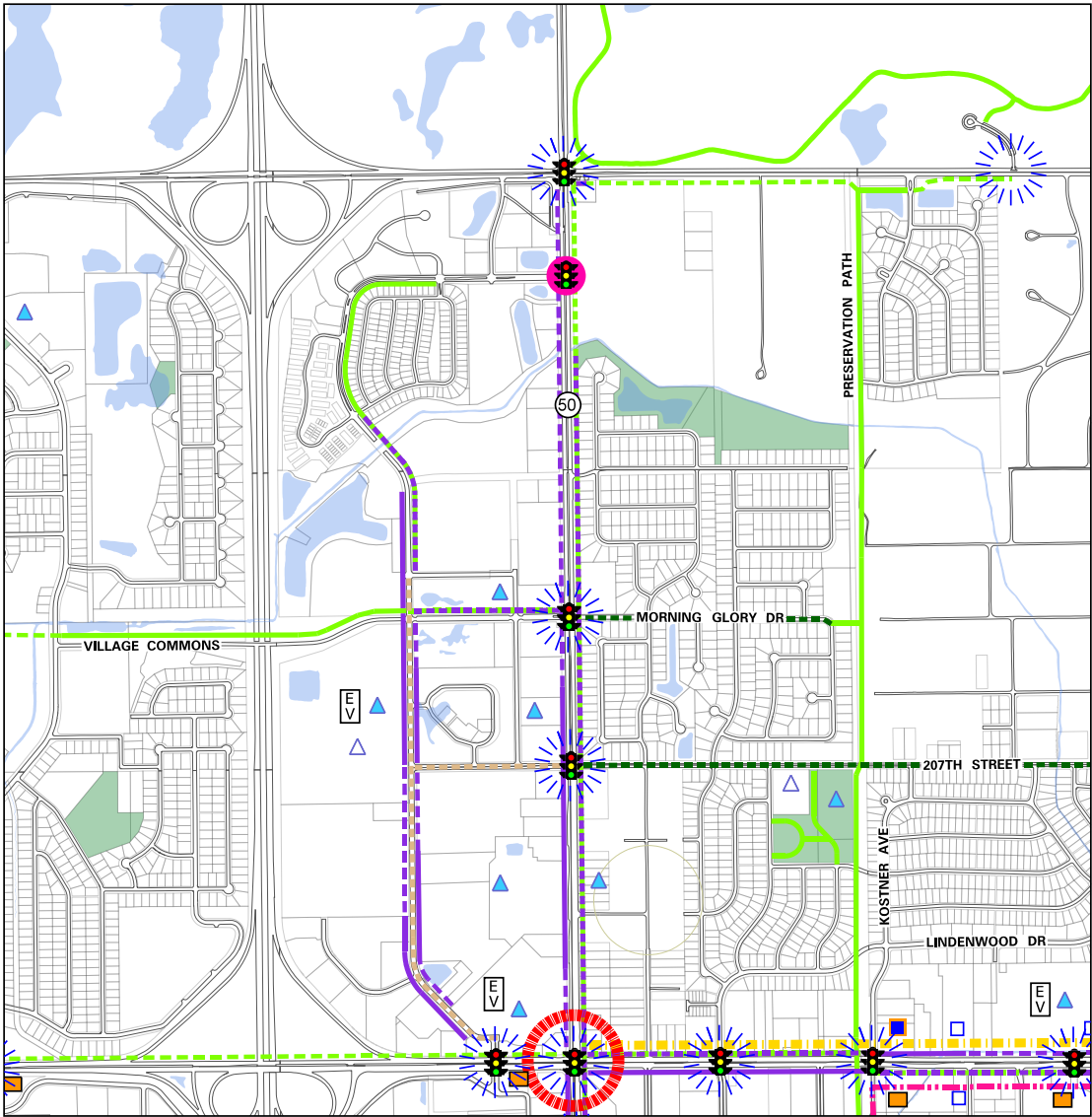
AREA 5 ILLUSTRATIVE PLAN
























ROADWAY PERSPECTIVE



TRANSPORTATION IMPROVEMENTS

ZONE 3



EXISTING		PROPOSED
	BICYCLE TRAIL/PATH	
	MARKED SHARED LANE	
	BICYCLE LANE	
	SIDEWALK	
	SIDEWALK TO BICYCLE PATH CONVERSION	
	BICYCLE RACKS	
	PACE BUS ROUTE	
	POSTED BUS STOP	
	ADA ENHANCED BUS STOP	
	BUS SHELTER	
	PACE PULSE LINE	
	FUTURE TRAFFIC SIGNAL	
	PEDESTRIAN SAFETY ENHANCEMENTS	
	POTENTIAL CAR SHARE LOCATION	
	POTENTIAL ELECTRIC VEHICLE CHARGING STATION LOCATION	
	INTERSECTION CAPACITY IMPROVEMENTS	

TRANSPORTATION IMPROVEMENTS

ZONE 3

Intersection Pedestrian Safety Enhancements

Intersection	Crosswalk Type	Intersection Approach	Pedestrian Signals	Countdown Timers	ADA Compliance
Cicero Ave/Vollmer Rd	HV	East	n/a	n/a	n/a
Cicero Ave/Village Comm	HV	All	n/a	n/a	n/a
Cicero Ave/207th St	HV	All	n/a	n/a	n/a

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

IDOT Programmed Roadway Improvements

(FY 2020-2025 Highway Improvement Program)

- **Cicero Ave/Matteson Avenue Intersection:** Traffic signal installation (FY 2021-2025)

Bicycle Paths/Trails

- **Cicero Ave:** Extend bicycle path along east side of Cicero Ave from Vollmer Road (at Tinley Creek Trail connection) to Old Plank Road Trail. Most of the path south of Butterfield Creek would be constructed by replacing the existing sidewalk with a 10-foot bicycle path. Replace sidewalk in front of Shell gas station at Vollmer Road as well. Construct bicycle bridge over Butterfield Creek.
- **Matteson Avenue:** Install bicycle lanes on Matteson Avenue between the roadway north of Village Hall and Matteson Center. The 46-foot wide roadway currently permits parking on the west side of the road only. Continue bicycle facility north to Hallowsay Street by replacing approx. 1,575 feet of existing sidewalk along the east side of the roadway with a 10-foot multi-use path.

- **Vollmer Road:** Extend bicycle path along south side of Vollmer Road from Cicero Ave to Preservation Path and from Treehouse Road to the Vollmer Road Woods Forest Preserve entry drive. Replace existing sidewalk in front of Shell gas station at Cicero Ave with 10-foot bicycle path. Replace crosswalk markings on east approach of Vollmer Road with high-visibility diagonal lines and install bicycle crossing signs similar to Cicero Ave/N. Gateway Drive/Old Plank Road Trail. Install a bicycle crossing on Vollmer Road at the Vollmer Road Woods entry drive with signage and lighting.
- **Village Commons:** Replace sidewalk along north side of Village Commons between Matteson Avenue and Cicero Ave with 10-foot bicycle path.
- **Morning Glory Drive:** Install shared-lane markings on Morning Glory Drive between Cicero Ave and Primrose Lane to provide connection to Preservation Path.

Bicycle Parking

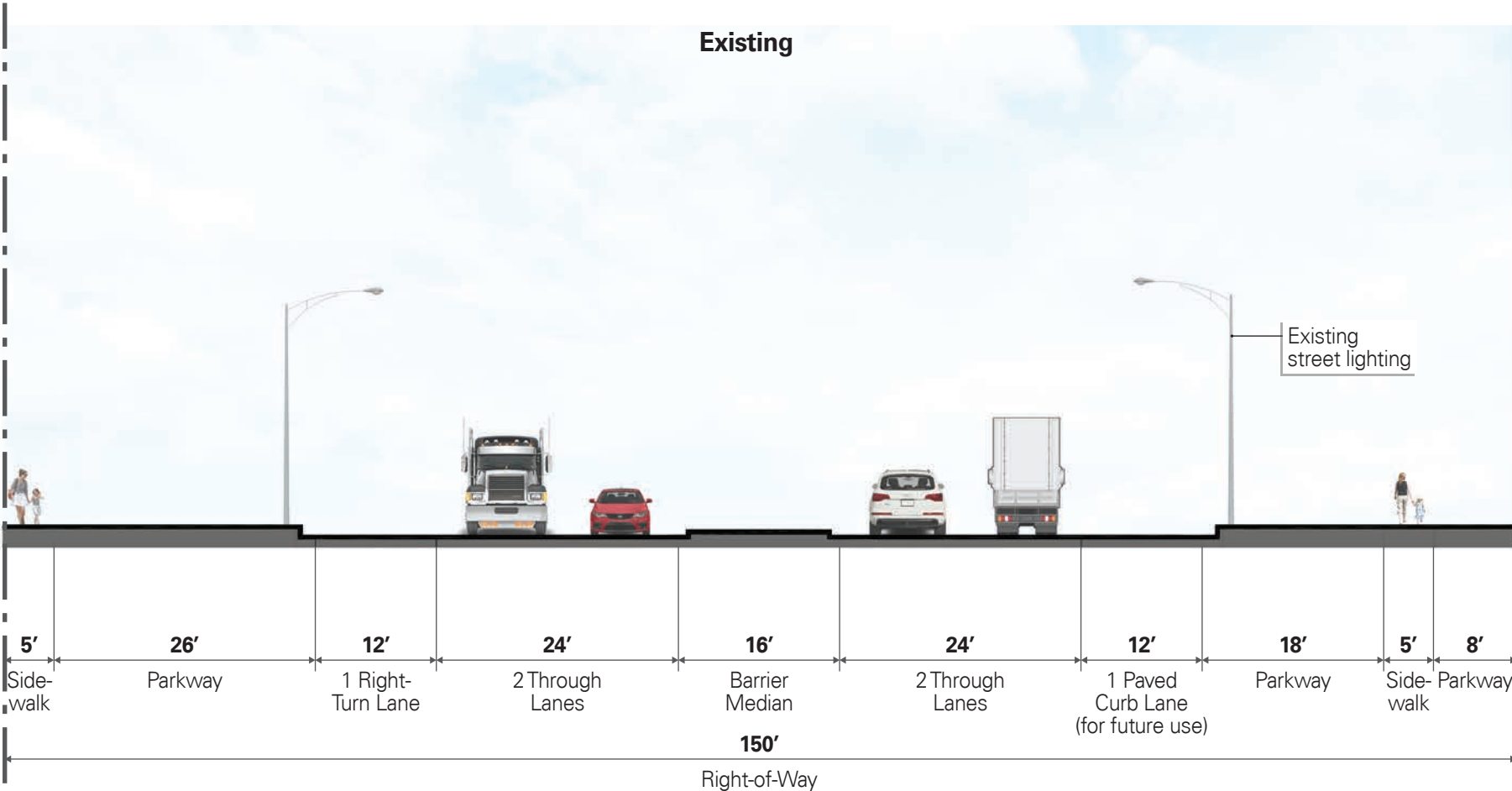
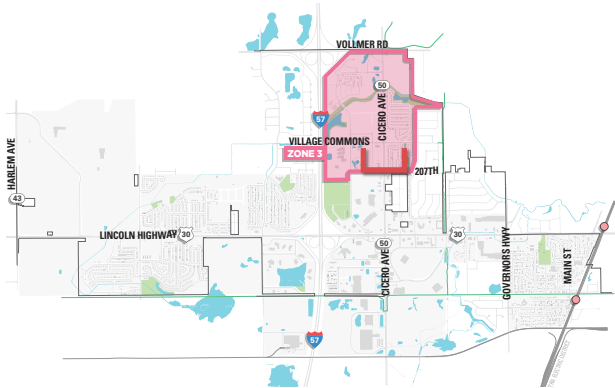
- Install bicycle racks at Village Hall, Matteson Community Center, and Post Office. Recommended bicycle rack styles include the inverted “U” (or loop), post and ring, and wheelwell-secure.

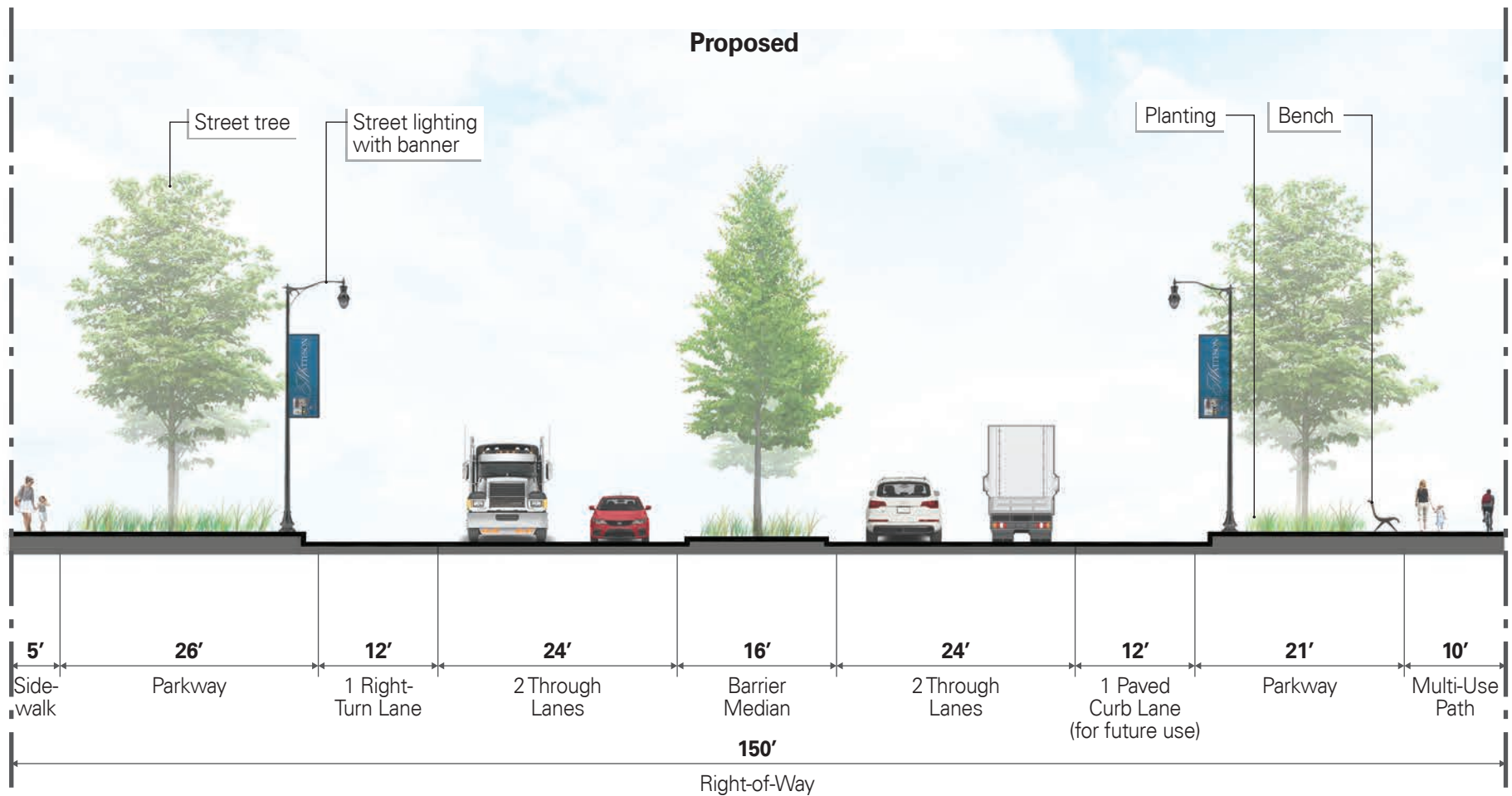
Pedestrian Paths

- **Cicero Ave:** Infill missing sidewalk segments along west side of Cicero Ave from Vollmer Road to US-30 (approx. 4,650 lineal feet).
- **Matteson Avenue:** Install missing sidewalk segments along both sides of Matteson Avenue between Village Commons and Matteson Center (approx. 1,735 lf east side; 1,585 lf west side).

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CICERO AVE SOUTH OF 207TH ST (VIEW NORTH) ROADWAY SECTIONS





INFRASTRUCTURE IMPROVEMENTS

ZONE 3

Several opportunities for future development exist within Zone 3. Future development should consider the installation of permeable pavers in parking lots and rain gardens/bioinfiltration within the parkways.

Green Infrastructure Considerations

The Cicero Avenue median provides an opportunity to incorporate green infrastructure elements such as bioswales or infiltration areas within Zone 3. However, there are challenges and potential utility conflicts that must be further investigated. There is a 20-inch water main through the entire zone on the east side of Cicero Avenue and 20-inch water main on the west side of Cicero Avenue between 203rd Street and the south zone boundary. The east side of Cicero Avenue is a curb and gutter section and coordination with the Illinois Department of Transportation (IDOT) will be required. It is recommended that the Village partner with IDOT to implement green infrastructure practices within the median so that the existing stormwater system can be utilized for drainage. Additionally, there is a 72" sanitary sewer that crosses Cicero Avenue from west to east just south of 203rd Street which may present a conflict for a proposed storm sewer system. Any new storm sewer should be designed with a positive slope to eliminate the need for a pump station. This is an area of concern within Zone 3 that must be further investigated.



Lawrence Ave Curb Inlets with Tree Box Filter | Source: CBBEL



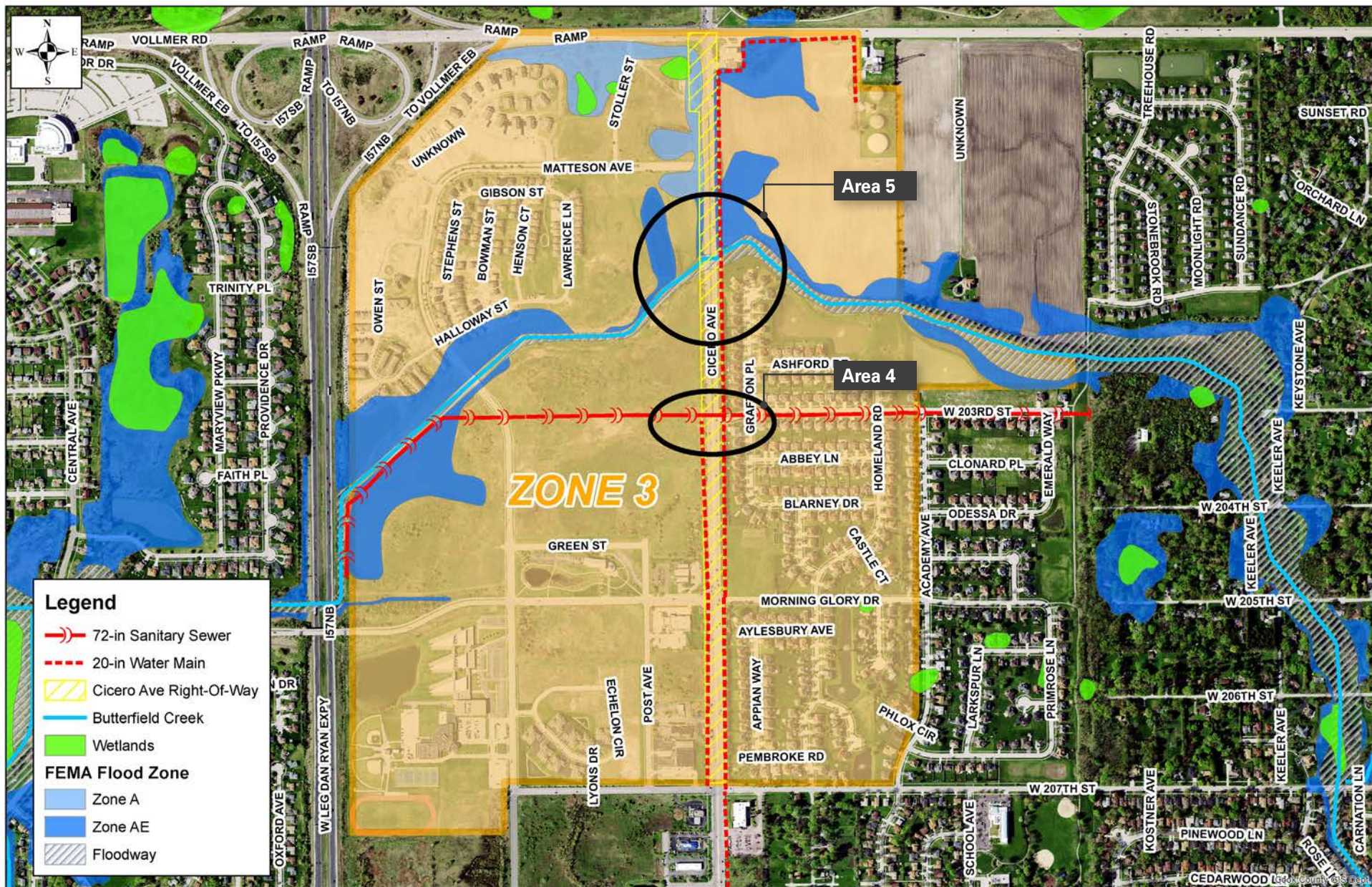
Permeable Parking Lot with Vegetated Median at the Morton Arboretum | Source: CBBEL

Floodway & Floodplain Considerations

Butterfield Creek crosses under Cicero Avenue approximately 650 feet south of Matteson Avenue, circled in the Zone 3 Figure. At this location, Butterfield Creek has Zone AE floodplain and floodway and Zone A floodplain within the right-of-way. There is regulatory Zone AE floodplain and floodway associated with Butterfield Creek East Branch within the right-of-way limits. Development within these designated areas will require additional permitting through the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) and is considered an area of concern due to the limitations of development. All work within the regulatory floodway of Butterfield Creek East Branch must also be an appropriate use set forth by the IDNR-OWR Part 3708 Rules. All work within the regulatory floodplain must meet the requirements of the MWRD WMO, including compensatory storage at a ratio of 1.1:1 for all volume of floodplain that is filled, thus limiting the development area adjacent to the watercourse.

















Wetland Considerations

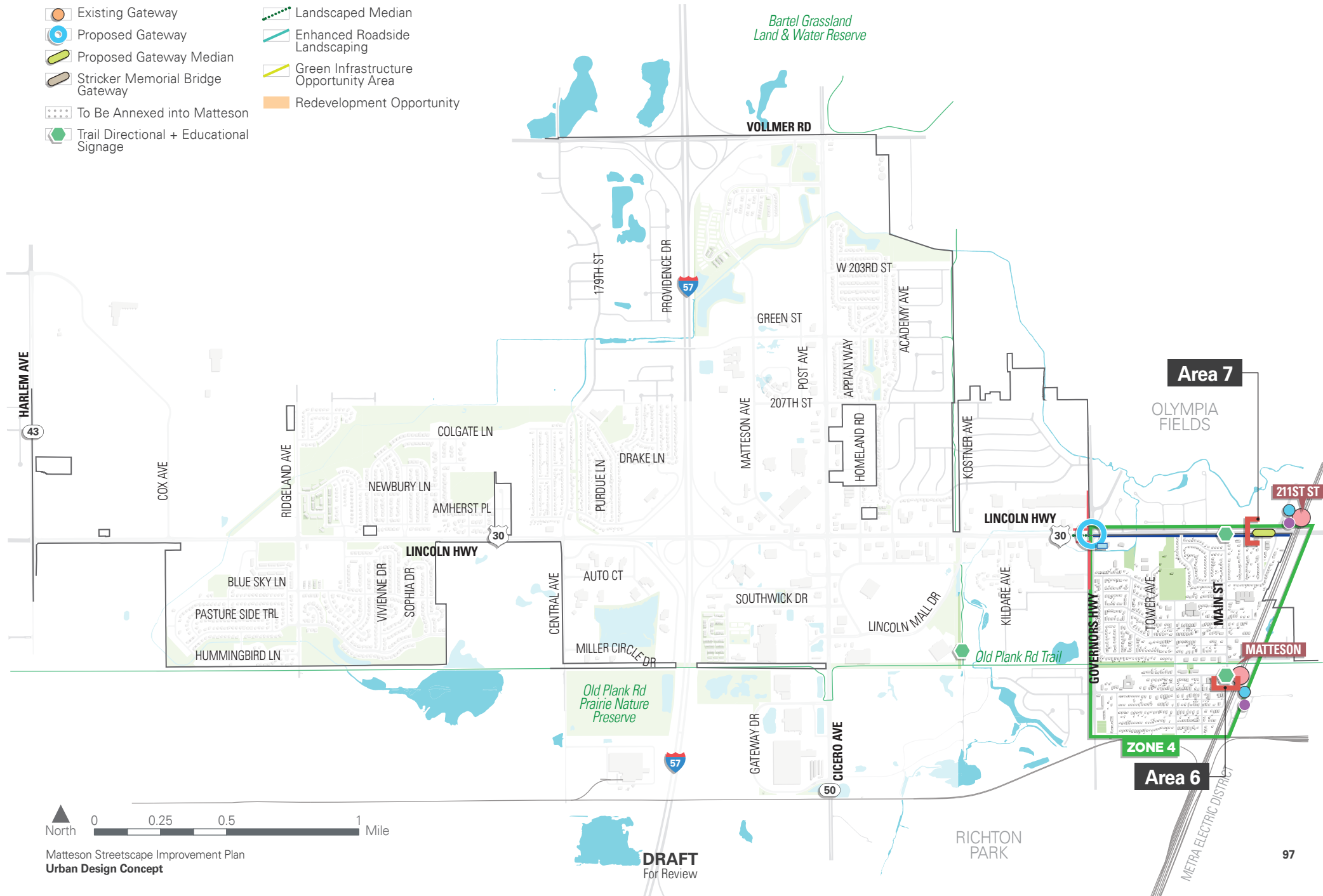
A field wetland assessment was not completed; however, based on the review of the National Wetlands Inventory, there is a 0.6-acre wetland that partially extends into the right-of-way of Cicero Avenue, just south of Vollmer Road. Development in this area will require coordination with the U.S. Army Corps of Engineers and is considered to an area of concern. A wetland assessment will need to be completed by a Certified Wetland Specialist and confirmed by the U.S. Army Corps of Engineers prior to development in these areas. Depending on the outcome of the assessment, wetland mitigation and/or buffers may need to be provided for any identified wetland areas. Therefore, development in these areas are considered an area of concern due to the limitations of development.



CHARACTER ZONE 4

Legend

-  Matteson Municipal Boundary
-  Metra Station
-  Existing Trail
-  Existing Gateway
-  Proposed Gateway
-  Proposed Gateway Median
-  Stricker Memorial Bridge Gateway
-  To Be Annexed into Matteson
-  Trail Directional + Educational Signage
-  Connection to Old Plank Rd Trail
-  Fill in Sidewalk Gap
-  Proposed Shared-Use Trail
-  Landscaped Median
-  Enhanced Roadside Landscaping
-  Green Infrastructure Opportunity Area
-  Redevelopment Opportunity



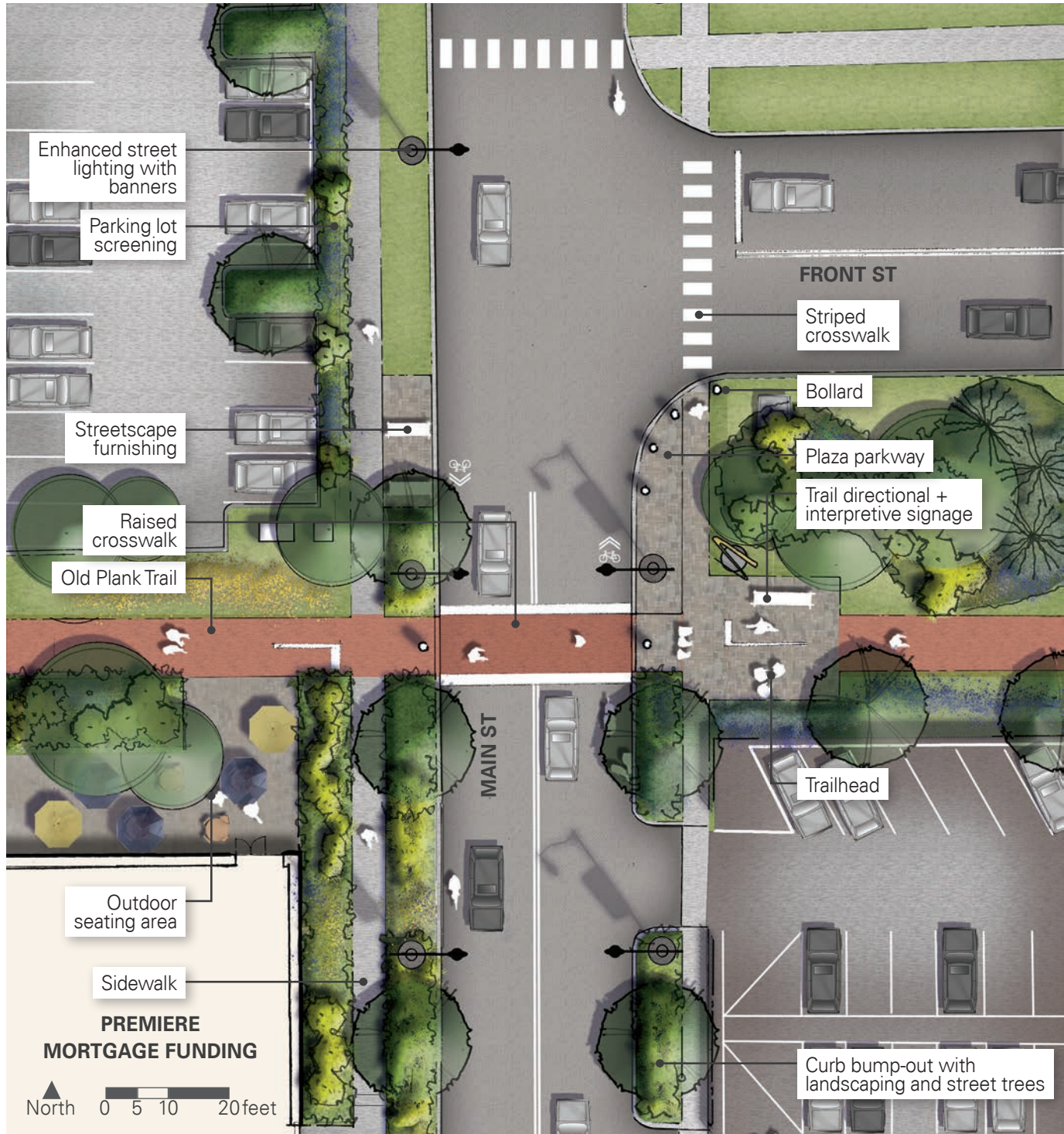
North 0 0.25 0.5 1 Mile

Area 4 Illustrative Plan

Main St & Front St

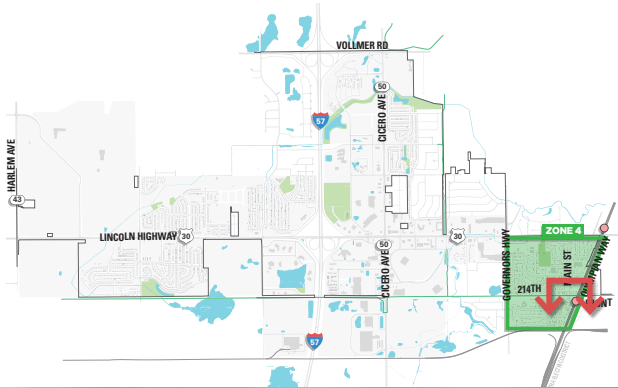


Existing conditions / Source: Google Earth Pro



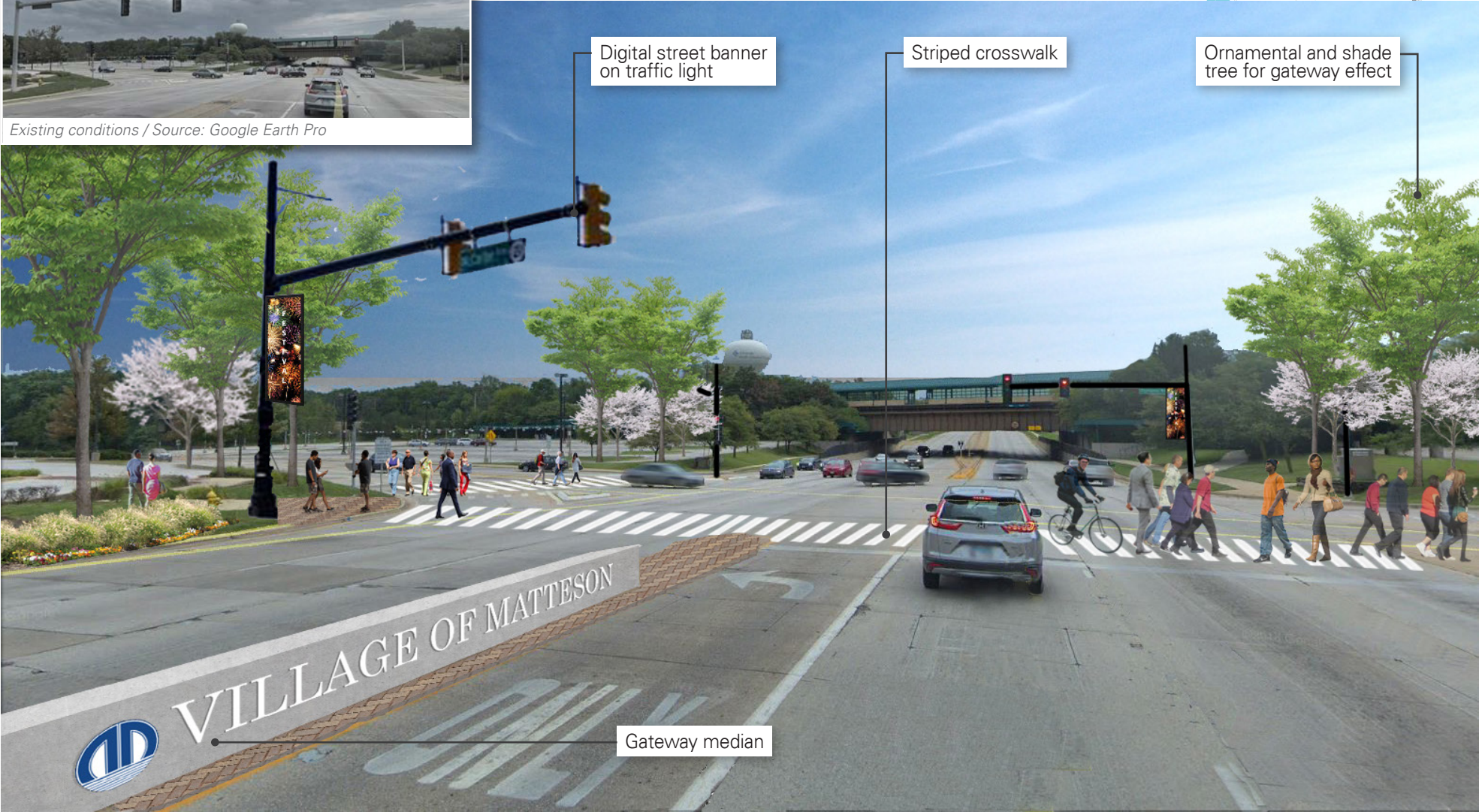
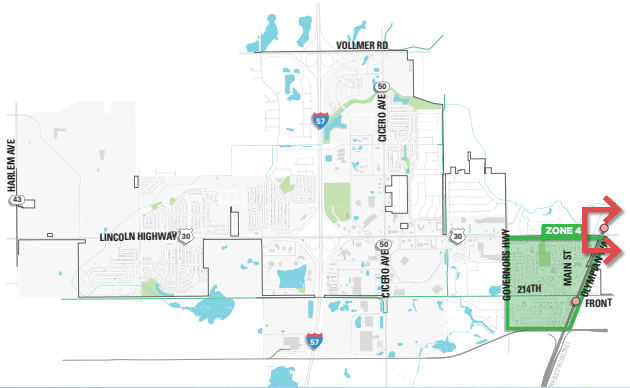
AREA 6 ILLUSTRATIVE PLAN

ROADWAY PERSPECTIVE



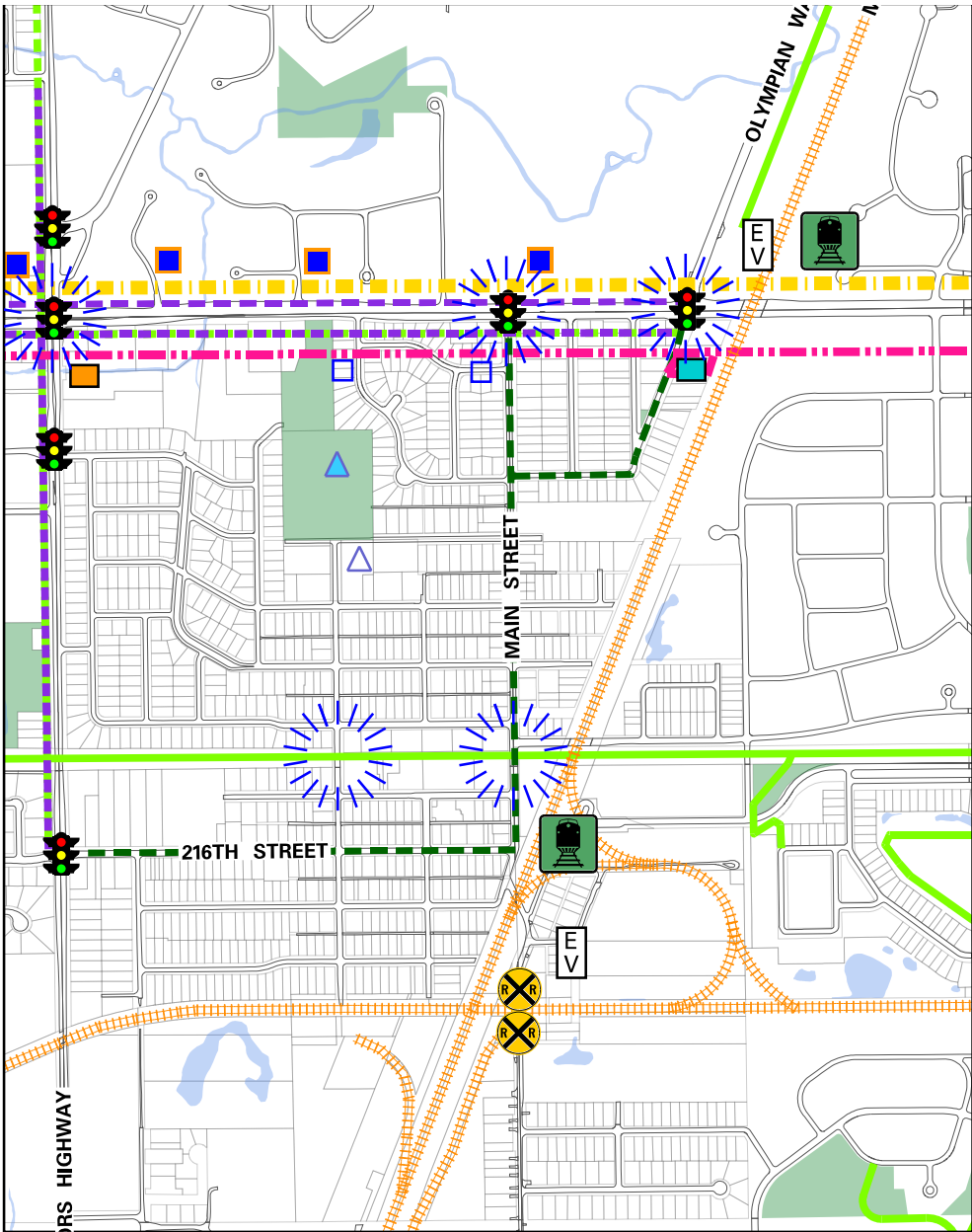
AREA 7 ILLUSTRATIVE PLAN

ROADWAY PERSPECTIVE



TRANSPORTATION IMPROVEMENTS

ZONE 4



TRANSPORTATION IMPROVEMENTS

ZONE 4

Intersection Pedestrian Safety Enhancements

Main Street/Old Plank Road Trail Crossing: Enhance the at-grade street crossing of the Old Plank Road trail at Main Street with added pedestrian safety measures, including a raised crossing, more visible signage at the crosswalk with flashing devices imbedded within the signs, advance bicycle crossing warning signage, and lighting above the crosswalk.

Maple Street/Old Plank Road Trail Crossing: Enhance the at-grade street crossing of the Old Plank Road trail at Maple Street with added pedestrian safety measures, including more visible signage at the crosswalk, in-street bicycle crossing signs, advance bicycle crossing warning signage, and lighting above the crosswalk.

Intersection	Crosswalk Type	Intersection Approach	Pedestrian Signals	Countdown Timers	ADA Compliancy
US-30/Main St	HV	All	√	√	√
US-30/Olympian Way	HV	East, West, South	√ ¹	√ ¹	√

HV – High-visibility crosswalk consisting of wide white vertical or diagonal lines.

¹ Needed on north and south approaches of Olympian Way.

Public Transit

- Installation of Pace Bus Shelters at Existing Bus Stops with Higher Ridership
 - Eastbound US-30 at Governors Highway
 - ADA Enhancements to Existing Pace Bus Stops (concrete pads, sidewalk connections)
 - Westbound US-30 at Roslyn Road
 - Westbound US-30 at Wingate Road
 - Westbound US-30 at Main Street
- Pace PULSE arterial rapid transit service is a more longer-term project that is planned to be implemented along an 11-mile stretch of US-30 between Cicero Ave and the Indiana border.

Bicycle Paths/Trails

- **US-30:** Replace existing sidewalk along south side of US-30 between Governors Highway and Olympian Way with 10-foot bicycle path. Construct bicycle bridge over Butterfield Creek.
- **216th Street:** Install shared-lane markings on 216th Street between Governors Highway and Main Street. The 32-foot wide roadway permits parking on one side of the road, carries approximately 3,200 vehicles per day, and has a 30-mph posted speed limit with a 20-mph school speed zone.
- **Main Street:** Install shared-lane markings on Main Street between US-30 and 216th Street. The 34-foot wide roadway permits parking on one side of the road, carries approximately 3,150 vehicle per day, and has a 30-mph posted speed limit with a 20-mph school speed zone.
- **Olympian Way:** Install shared-lane markings on Olympian Way between US-30 and Dettmering Street. The 26-foot wide roadway permits parking on one side of the road and has a 25-mph posted speed limit.
- **Dettmering Street:** Install shared-lane markings on Dettmering Street between US-30 and 212th Place. The 26-foot wide roadway permits parking on one side of the road and has a 25-mph posted speed limit.
- **212th Street:** Install shared-lane markings on 212th Street between Main Street and Dettmering Street. The 26-foot wide roadway permits parking on one side of the road and has a 25-mph posted speed limit.

Bicycle Parking

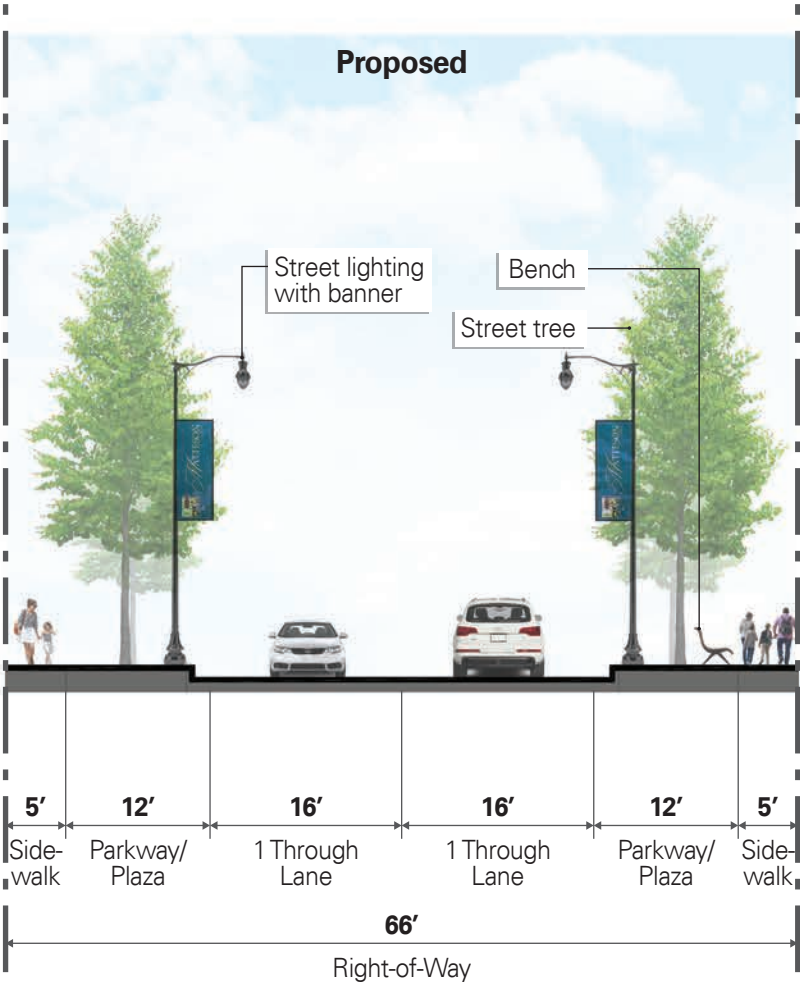
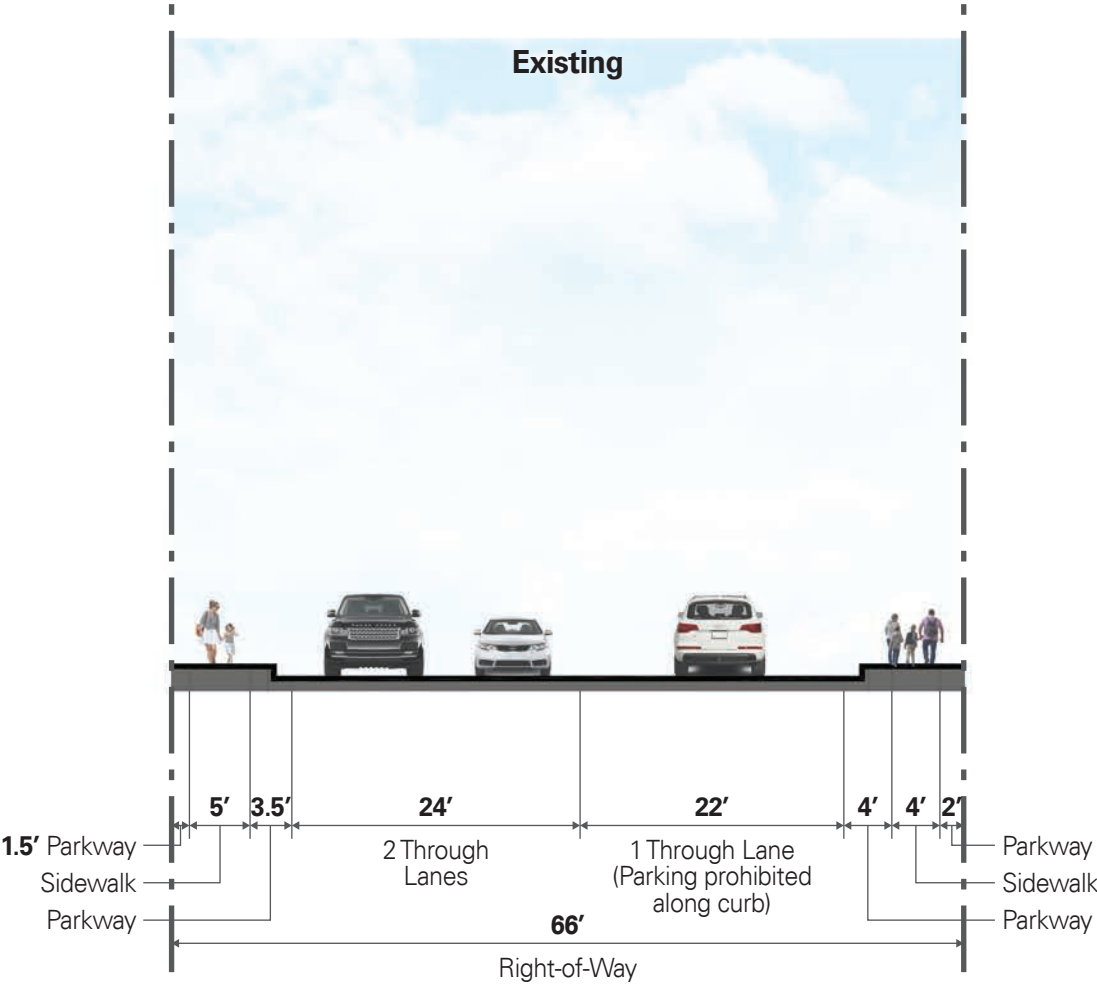
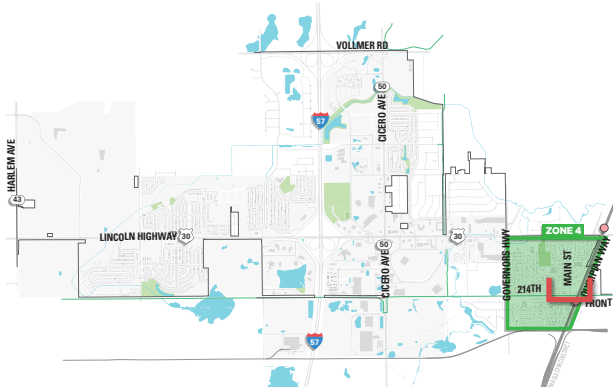
- Install bicycle rack at Memorial Park. Recommended bicycle rack styles include the inverted “U” (or loop), post and ring, and wheelwell-secure.

Sustainable Measures*

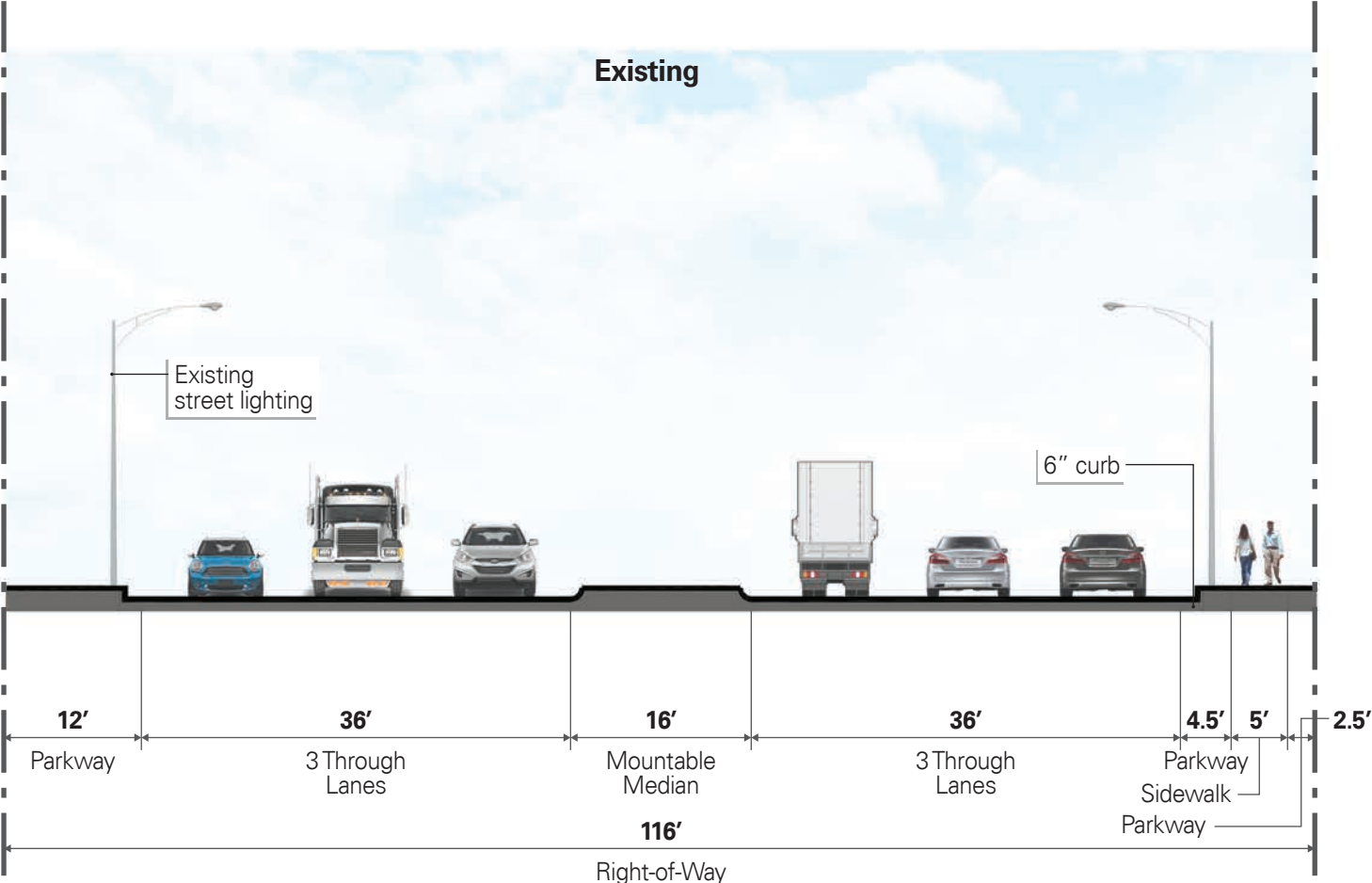
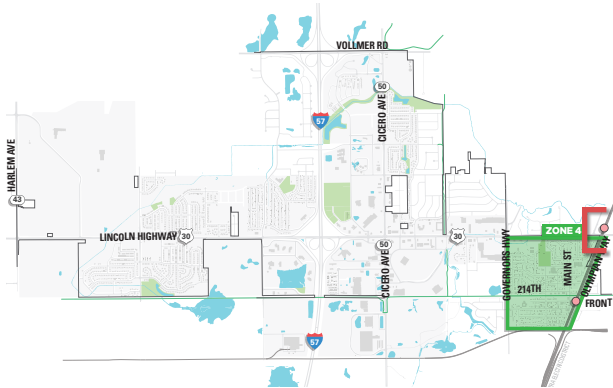
- **Car Share Locations:** 211th Street Metra Station and Matteson Metra Station.
- **Electric Vehicle Charging Station Locations:** 211th Street Metra Station and Matteson Metra Station.

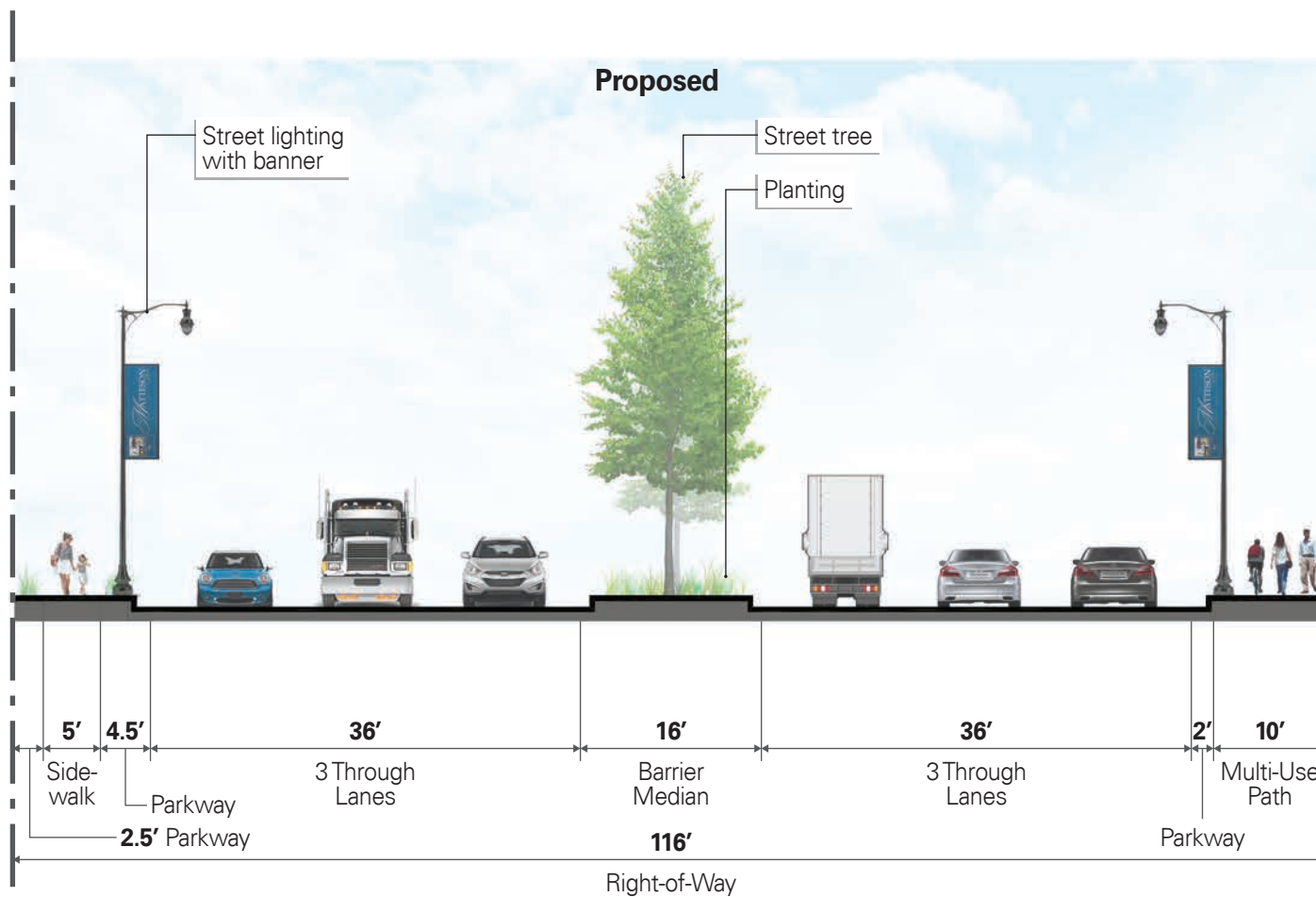
*Both recommendations would require further coordination with the owner of each lot and Metra.

MAIN ST. NORTH OF 215TH ST (VIEW NORTH) ROADWAY SECTIONS



US-30 EAST OF OAK AVE (VIEW EAST) ROADWAY SECTIONS





INFRASTRUCTURE IMPROVEMENTS

ZONE 4

Zone 4 is primarily residential with most having access to rear alleys. Incorporating green alleys can reduce stormwater runoff to the existing storm sewer system. For new residential areas or retrofitting existing residential areas, green alleys consisting of permeable pavers and an underdrain system can be installed to allow stormwater to filter through the pavement and drain into the ground. These can be especially beneficial in areas where the homes are in close proximity to one another.

Green Infrastructure Considerations

In addition, native plants can be incorporated in the parkways between the sidewalk and roadways to provide a buffer. The MWRD WMO requirements state that all development within the right-of-way that equals or exceeds one acre of new impervious area requires stormwater storage (detention) volume. Based on the configuration of Zone 4, it does not appear that the installation of a typical 5' wide sidewalk in areas where it does not exist will require stormwater storage volume since it is likely to be under 1 acre of new impervious surface. If the total new impervious area exceeds one acre, detention volume will be required.

Floodway & Floodplain Considerations

However, Butterfield Creek East Branch is located in Zone 4 and crosses US-30 approximately 270 feet east of Roslyn Road, as shown in the Zone 4 Figure. There is a regulatory Zone AE floodplain and floodway



Harwood Heights and Riverside Green Alleys | Source: CBBEL



Permeable Parking Lot with Vegetated Median | Source: CBBEL

associated with Butterfield Creek East Branch within the right-of-way limits. Incorporation of a trail system or sidewalk system over the open watercourse will require a new culvert/bridge crossing. Development within these designated areas will require additional

permitting through the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) and is considered an area of concern due to the limitations of development. All work within the regulatory floodway of Butterfield Creek East Branch must also be an appropriate use set forth by the IDNR-OWR Part 3708 Rules. All work within the regulatory floodplain must meet the requirements of the MWRD WMO, including compensatory storage at a ratio of 1.1:1 for all volume of the floodplain that is filled, thus limiting the development area adjacent to the watercourse.

Any near-term capital improvement projects by both the Village and State should be considered when incorporating Best Management Practices and Green Infrastructure.

GATEWAY & WAYFINDING DESIGN

Entry Node & Gateway

Gateways into Matteson communicate to visitors that they have arrived in an environment that values pedestrians, supports a high-quality multi-modal environment, and hosts a vibrant office and commercial district. Gateway signage should be designed to provide a sense of arrival and sense of place. The Plan proposes installing two types of gateway signage on the US-30 and Cicero Avenue Corridors.

Monumental Gateway

Monumental gateway signs will be located along two key entry points on US-30. The scale of this gateway will be similar to that of the Village's existing gateway sign along Cicero Avenue. Small-scale landscaping, such as shrubs and ground cover, complement the gateway signage and improves the perception of the area.

Median Gateway

Median gateway signs will be located in the center of Cicero Avenue, separating north and south bound lanes. The median gateway should not block vehicles' line of sight. Due to the median's narrow width, landscaping is proposed for the parkways to complement the streetscape's overall design.

Gateway Character Images



Source: <http://davincisign.com/monument-signs/>



Source: <https://arthousedenver.com/portfolio/ken-caryl-ranch/>



Source: <https://jwamalls.com/property/redstone-gateway/>



Source: [RATIO](#)



Source: <http://benchmarkfoam.com/>



Source: [RATIO](#)



Source: <http://www.creativemailboxdesigns.com>



Mark W. Stricker Memorial Bridge above I-57;
Source: Google Earth Pro

Stricker Memorial Bridge Gateway

Stricker Bridge overpass is a landmark in Matteson. Though I-57 gives Matteson a strategic advantage over peer communities, it acts as a barrier to movement between the two sides of the Interstate. The bridge enables village residents to drive, bike, or walk in the Village Commons. This bridge is well-designed with decorative railings and light posts. Travelers driving along I-57 recognize the Stricker Bridge because of its color and recognize it as a gateway for the Village of Matteson.

Wayfinding Signage

A variety of wayfinding signage can help visitors and tourists navigate with ease throughout the study area. Depending on the location and mode of transportation, different types of environmental communication and signage would be appropriate. The signage type should be coordinated with its location, information conveyed and speed at which a person would read the information. For example, signage for those in vehicles traveling at higher speeds is perceived differently than those travelers on bike or on foot. Signage should be designed to have the same design elements to create a uniform appearance and strong Village identity. The signage can also identify points of interest, tourism destinations or important cultural landmarks. The coordination of all types of signage including: trail, informational, and educational should be located conveniently.

Directional Signage

The directional signs inform travelers where nearby destinations are located. They should be located at the exit for I-57, along both US-30 and Cicero Ave corridors at their intersection, the train stations at Governor's highway, Village Commons, and the Lincoln Mall. Directional signage can announce the location of trail connections as well as landmarks and area destinations.

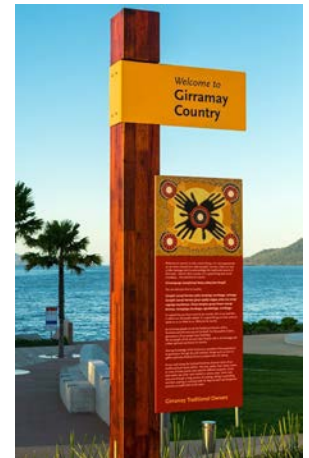
Wayfinding Character Images



Source: <http://extension.msstate.edu>



Source: <https://i.pinimg.com>



Source: <https://www.commart.com>



Source: Flickr/Amy Smith

Trail Wayfinding Signage

The Old Plank Rd Trail is one of the Village's most important natural and recreational assets. It is located south of US-30 and intersects Cicero Avenue south of US-30. Its role as a community asset helps attract businesses and homeowners. Wayfinding signs will help promote the trail experience and will orient residents and travelers to the Old Plank Rd Trail and nearby amenities. The wayfinding system should be consistent in its design features and elements. Two types of wayfinding signs are proposed for the Old Plank Rd Trail - trailhead signs that offer information about the trail route and, educational signs that communicate trail features and its context.

Trail Directional Signage

The trail directional signs inform trail users where continuing trail segments and nearby destinations are located. They should be located where the Old Plank Rd Trail intersects with Cicero Avenue, Preservation Trail, and Main Street. Additionally, the master plan for the redevelopment at the former Lincoln Mall Site envisions a trail connection with Old Plank Rd Trail, warranting directional signage there as well.

Trail Educational Signage









There are opportunities to install educational signage to inform trail users about the history of the Old Plank Rd Trail and the Matteson community. They tell Matteson's story and reinforce the notion that the Village is proactively working to preserve its recreational and natural amenities while supporting a vibrant business node.

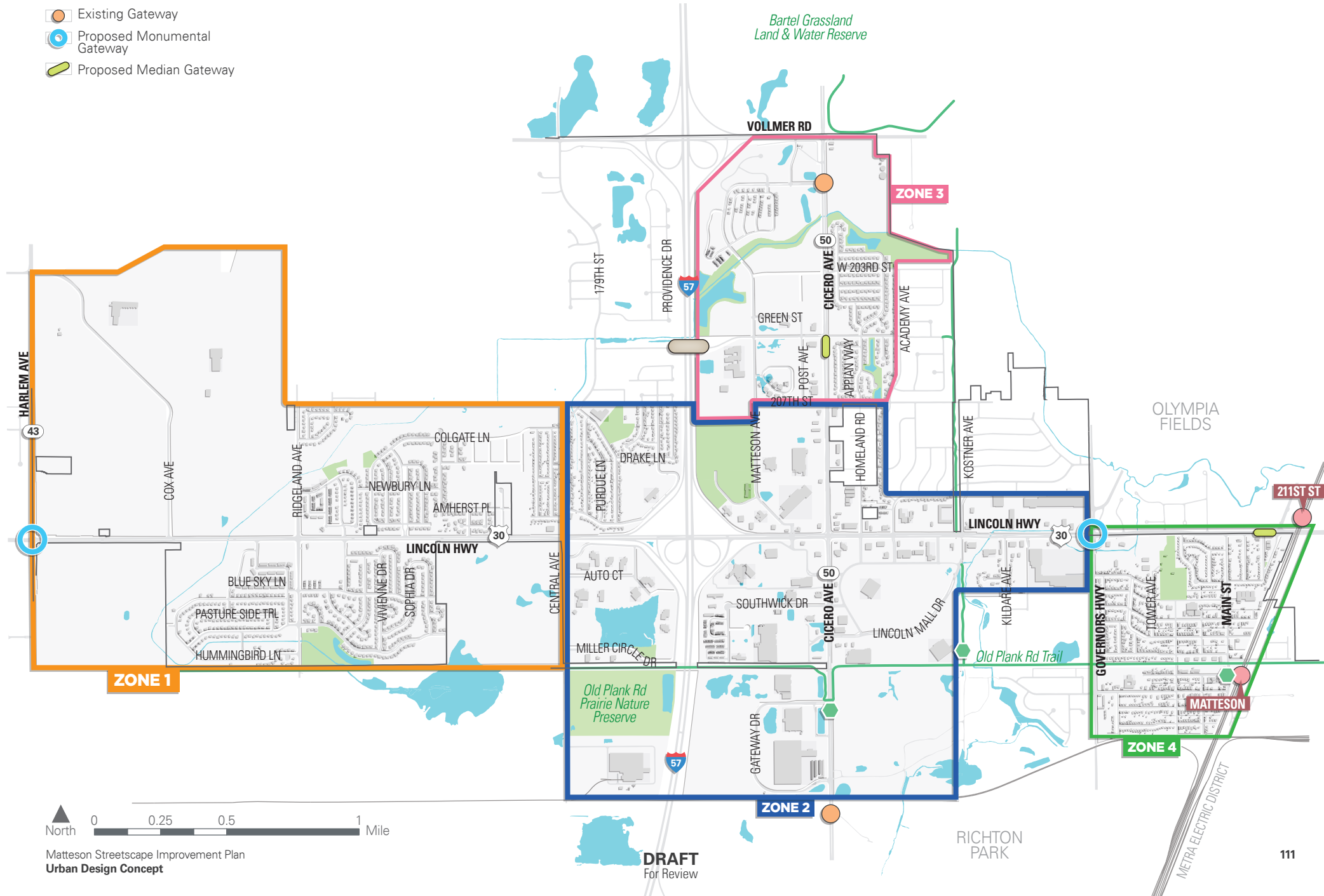
Trailhead Character Images



GATEWAY & WAYFINDING

Legend

-  Mattedson Municipal Boundary
-  Metra Station
-  Existing Trail
-  Existing Gateway
-  Proposed Monumental Gateway
-  Proposed Median Gateway
-  Stricker Memorial Bridge Gateway
-  Trail Directional + Educational Signage



STREETSCAPE FURNISHINGS AND PUBLIC ART

Decorative Furnishings

Important to establishing the character and identity of the US-30 and Cicero Avenue corridors is the integration of public art. There is an emphasis on creating a more uniform physical environment in both of the corridors, however, the experience can be enhanced through the introduction of art in locations that have the greatest impact. Utilitarian furniture can be designed to add color, texture, and visual interest along the corridors. Key intersections, trail heads, and destinations are priority locations for these installations. Areas where there is heavy pedestrian traffic, for example in Old Matteson and at the Metra stations, differentiate these areas and give them a higher level of importance in the corridors.

Infrastructure Enhancements

In many communities, infrastructure along the roadway can be transformed into art pieces through the addition of color or patterns. Similarly, crosswalks at important intersections give the community a unique identity. Dual height street lights compliment a well-designed urban environment, encourage interaction with the businesses along the corridors, and create vibrant areas, that are at a scale that is accessible to pedestrians.

Streetscape Furnishings

The design and selection of streetscape furnishings that are durable, low maintenance, and decorative support the design and activity of certain areas within the corridors. Special attention should be given to creating critical mass and enhancing existing areas where pedestrians tend to congregate.

Streetscape Character Images



PLANTING PALETTE

A cohesive planting design strategy unifies the Corridor and creates a distinct identity. The planting design is ecologically beneficial as well as visually impactful. The streetscape planting design seeks opportunities to enhance the public realm through consideration of color, texture, and seasonal expression. The planting design appropriately responds to changes in the intensity of use, vehicular speed, adjacency to intersections or crosswalks, and general building character. Where possible, the Village should use native plantings to enhance the sustainability of its landscaping. Enhanced plantings for example natives, green infrastructure and strategically placed street trees define the right of way edges, give pedestrians a better sense of scale, comfort, and safety while creating a more visually pleasing experience for drivers.

Maintenance of planted areas, in addition to selection of plantings, should be coordinated with the Village's Public Works Department.

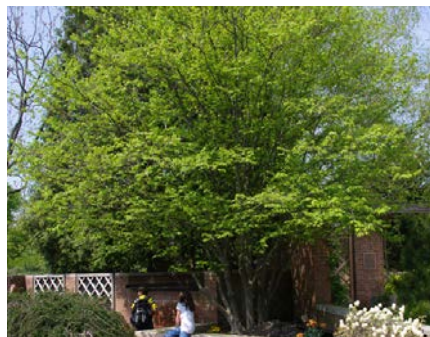
Shade Trees



Ulmus americana 'Valley Forge'
Valley Forge American Elm



Liquidambar styraciflua 'Rotundiloba'
Fruitless Sweet Gum



Carpinus caroliniana
Ironwood



Shrubs



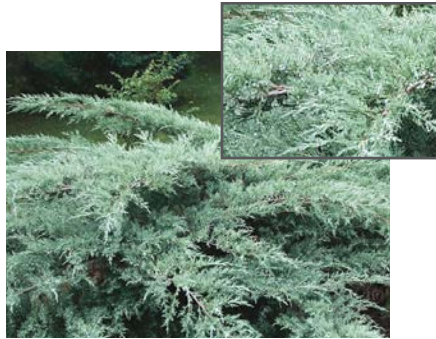
Hypericum kalmianum 'Ames'
Ames St. John's Wort



Ilex verticillata 'Red Sprite'
Dwarf Winterberry



Wiltonii
Juniperus Horizontalis



Juniperus virginiana
Grey Owl Juniper



Ceanothus americanus
New Jersey Tea

Rain Garden Perennials & Grasses



Fraxinus Pennsylvanica
Green Ash



Iris virginica
Blue Flag Iris



Carex vulpinoidea
Fox Sedge



Lobelia cardinalis
Cardinal Flower

Ornamental Perennials & Grasses



Coreopsis lanceolata
Lanceleaf Tickseed



Narcissus 'Fortissimo'
Daffodil



Rhus aromatica 'Gro-Low'
Fragrant sumac



Sporobolus heterolepis
Prairie Dropseed



Salvia x sylvestris 'Mainacht'
May Night Salvia



Sedum x 'Autumn Joy'
Autumn Joy Stonecrop



Symphyotrichum novae-angliae
Purple Dome Aster



Fothergilla gardenii
Dwarf fothergilla



Nepeta racemosa "Walker's Low"
Catmint



Panicum virgatum 'Shenandoah'
Switch grass



Panicum virgatum 'Heavy Metal'
Switch grass

Street Trees



Robinia pseudoacacia
Black Locust 'Chicago Blues'



Celtis occidentalis
Hackberry



Quercus macrocarpa
Bur Oak



Taxodium distichum
Bald Cypress



Ulmus 'Morton' Accolade
Elm



Ulmus 'Morton' Triumph
Elm



Ulmus 'Morton' Princeton
Elm



Ginkgo biloba 'Autumn Gold'
Maidenhair Tree



Ginkgo biloba 'Princeton Sentry'
Maidenhair Tree



Quercus alba
White oak



Platanus 'Exclamation'
Planetree



Liquidambar styraciflua 'Rotundiloba'
Sweet gum

Ornamental Tree



Amelanchier grandiflora
'Autumn Brilliance'
Autumn Brilliance Serviceberry



Cornus x Rutcan 'Constellation'
Constellation Dogwood



Cercis canadensis
Eastern redbud



Crataegus crus-galli
Cockspur thorn



Betula nigra 'Little King'
River birch



Crataegus viridis 'Winter King'
Green hawthorn

Conifers



Picea abies
Norway spruce



Juniperus virginiana
Red cedar



Juniperus virginiana 'Canaertii'
Red cedar



Abies Concolor
White fir



Pinus strobus
Eastern white pine

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IMPLEMENTATION AND PHASING

Phasing and Implementation Overview

We recommend a phasing strategy is planned for the entire project before beginning the first phase of implementation. The priority of this project is the unification and reinforcement of US-30 and Cicero Avenue's functionality, safety, character, and identity. The project is broken into four phases based on considerations for areas of high impact for design interventions as well as logical order for construction and buy-in from the public. Each phase of the project will be coordinated with the Village's annual fiscal budget. Additional conversations with the Village, namely emergency response and public works, are needed to determine priority projects, traffic flow and road closures along both corridors. If the Village desires, each of the four phases could be broken into sub-phases to make construction more financially feasible. It should be noted that breaking the project into additional phases increases costs because of the loss of economy of scale.

Assumptions and Clarifications

1. The unit pricing in the above opinion of probable costs represents historical average contractor price ranges as compiled by RATIO and our subconsultants. Costs are based on the work scope and all associated finishes and components at the time of execution. Costs can fluctuate further than factored above if the work scope increases or decreases, material choices are modified, the project is phased or if the project is delayed based on the assumed schedule at time of execution.
2. Contractors General Conditions are included: these conditions include, but are not limited to, items such as project management, trucking and deliveries, toilets, dumpsters, final cleaning and document reproduction.
3. This opinion of probable costs is based on information and accuracy of that information available at the time of the costing exercise.
4. All prices are based on 2020 costs. Escalation will vary based on the date of the implementation.
5. Order of magnitude costs include labor, materials and equipment to install specific urban design elements.
6. Coordination with IDOT and other regulatory agencies is required prior to initiating construction documents for roadway improvements.

Exclusions

1. All designer and subconsultant fees. (Unless Included Herein)
2. Permitting and/or Expediting fees. (Unless Included Herein)
3. Lighting System scope. (Unless Included Herein)
4. Security System scope. (Unless Included Herein)
5. Audio System scope. (Unless Included Herein)
6. Maintenance scope. (Unless Included Herein)
7. Irrigation scope. (Unless Included Herein)
8. Traffic engineering, signals, and maintenance scope. (Unless Included Herein)
9. Fine grading is included in the grading scope
10. Water supply or other utility scopes.
11. 11. Electrical system and supply.
12. Drainage work is not included
13. Demolition, clearing and grubbing are not included.

Cost Summary

Phase 1

	Quantities	Unit	Unit Price Lo	Unit Price Hi	Cost Lo	Cost Hi
Primary Monumental Gateways	2	each	\$ 150,000.00	\$ 200,000.00	\$ 300,000.00	\$ 400,000.00
I-57 Bridge Gateway	1	LS	\$ 100,000.00	\$ 150,000.00	\$ 100,000.00	\$ 150,000.00
Wayfinding and Directional Signage	1	allow	\$ 500,000.00	\$ 1,000,000.00	\$ 500,000.00	\$ 1,000,000.00
Educational Signage and Trailheads	3	each	\$ 40,000.00	\$ 70,000.00	\$ 120,000.00	\$ 210,000.00
Branding Strategy	1	LS	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00
SUBTOTAL					\$ 1,095,000.00	\$ 1,835,000.00

Phase 2

		Unit	Unit Price Lo	Unit Price Hi	Cost Lo	Cost Hi
Old Plank Road Trail Connection	300	LF	\$ 300.00	\$ 700.00	\$ 90,000.00	\$ 210,000.00
Shared Use Path Replacing Existing Sidewalks	28,000	LF	\$ 300.00	\$ 700.00	\$ 8,400,000.00	\$ 19,600,000.00
Shared Use Path Connections to OPR Tail	5,300	LF	\$ 300.00	\$ 700.00	\$ 1,590,000.00	\$ 3,710,000.00
New Shared Paths	37,000	LF	\$ 500.00	\$ 900.00	\$ 18,500,000.00	\$ 33,300,000.00
New Sidewalk Construction	34,000	LF	\$ 500.00	\$ 900.00	\$ 17,000,000.00	\$ 30,600,000.00
Roadway Lighting (Lincoln Hwy and Cicero full replacement)	28,000	LF	\$ 250.00	\$ 350.00	\$ 7,000,000.00	\$ 9,800,000.00
Public Art	1	allow	\$ 200,000.00	\$ 300,000.00	\$ 200,000.00	\$ 300,000.00
SUBTOTAL					\$52,780,000.00	\$ 97,520,000.00

Cost Summary

Phase 3

		Unit	Unit Price Lo	Unit Price Hi	Cost Lo	Cost Hi
Planted Medians	28,000	LF	\$ 700.00	\$ 850.00	\$ 19,600,000.00	\$ 23,800,000.00
Medians Gateways	2	each	\$ 150,000.00	\$ 200,000.00	\$ 300,000.00	\$ 400,000.00
US 30 / IL 50 Intersection Capacity Improvements	1	LS	\$ 6,000,000	\$ 8,000,000.00	\$ 6,000,000.00	\$ 8,000,000.00
Parkway Landscaping	28,000	LF	\$ 200.00	\$ 250.00	\$ 5,600,000.00	\$ 7,000,000.00
SUBTOTAL					\$31,500,000.00	\$ 39,200,000.00

Phase 4

		Unit	Unit Price Lo	Unit Price Hi	Cost Lo	Cost Hi
Old Matteson	1	Allow	\$ 3,000,000.00	\$ 6,000,000.00	\$ 3,000,000.00	\$ 6,000,000.00
I-57 Improvements	1	LS	\$ 3,900,000.00	\$14,400,000	\$ 3,900,000.00	\$ 14,400,000.00
SUBTOTAL					\$ 6,900,000.00	\$ 20,400,000.00

GRAND TOTAL:					\$ 92,275,000	\$ 158,955,000
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SOFT COSTS						
General Conditions			3%	\$ 2,768,250	\$ 4,768,650	
Escalation			20%	\$ 18,455,000	\$ 31,791,000	
Contractor O&P			10%	\$ 9,227,500	\$ 15,895,500	
TOTAL IMPROVEMENT COST OPINION					\$ 122,725,750	\$ 211,410,150

Phase 1

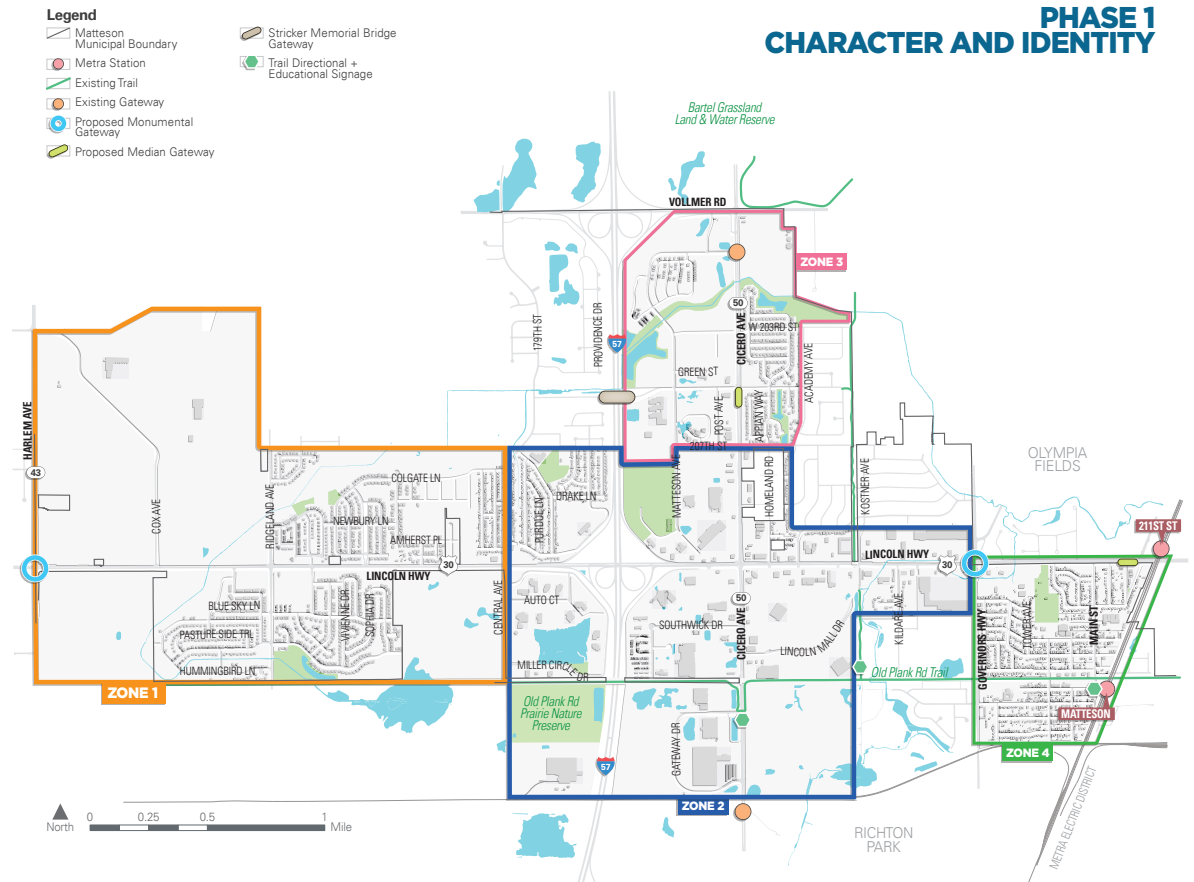
Phase 1 focuses on establishing the character and identity of both corridors. The branding process for the corridors should be completed concurrently to ensure uniformity of signage and wayfinding.

Proposed Improvements

- Primary gateways and wayfinding
- Secondary gateways and wayfinding (not in roadway medians)
- Directional and educational signage
- Municipal branding study

Supporting Elements

In Phase 1 of implementation, the Village with its stakeholders should define a new graphic identity for the Village. This graphic identity can be designed into new signage for gateways, wayfinding, directional, and educational signage. Also during Phase 1, public art can be contemplated for installation in future phases.



Phase 2

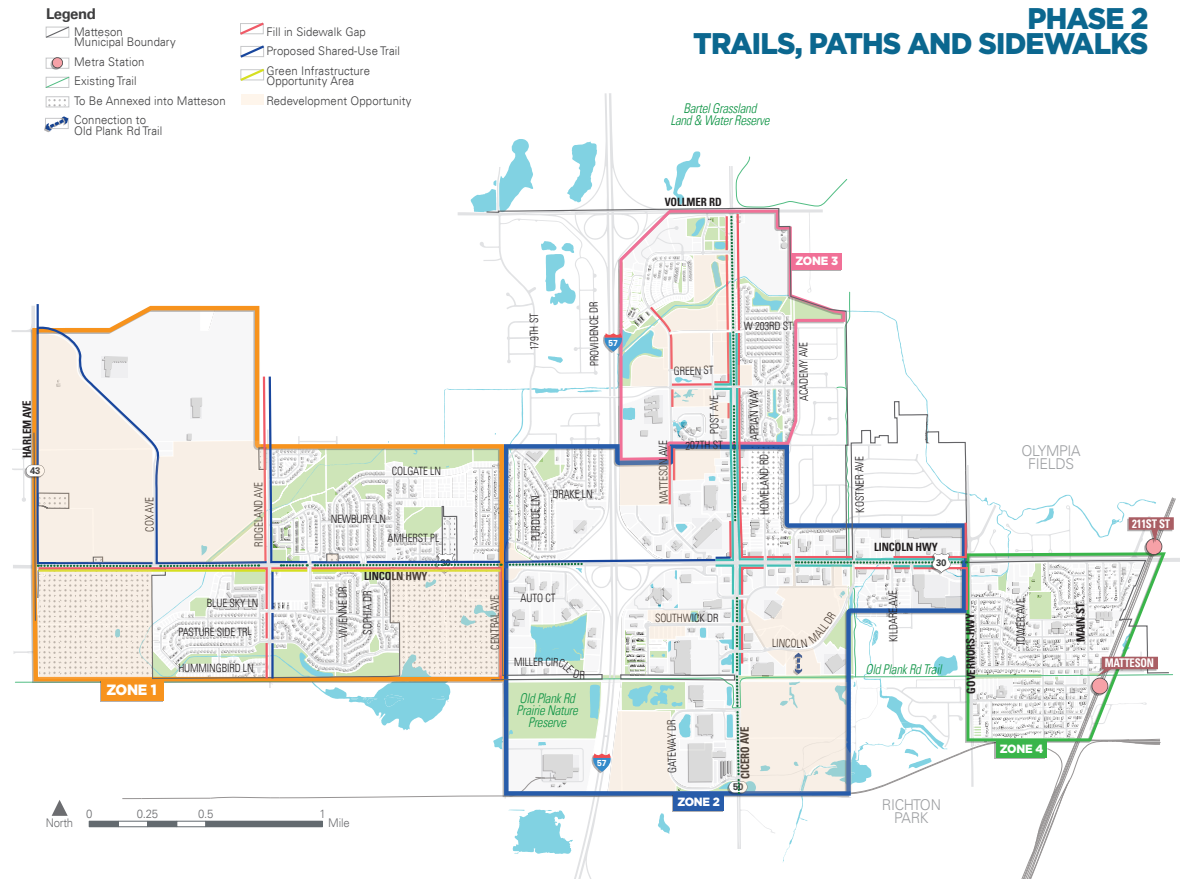
Phase 2 realizes the proposed connectivity within the Village, and connections to regional trail systems. This phase focuses on multi-modal circulation and accessibility. Pedestrian amenities such as new lighting and public art support an invigorated environment. Closure of sidewalk gaps facilitates ease of movement for pedestrians in and around areas west of I-57 and between businesses along both US-30 and Cicero Ave.

Proposed Improvements

- Old Plank Trail connection
- Sidewalk construction
- Roadway lighting
- Public art

Supporting Elements

A variety of art installations are feasible within the project area. Painting of utility boxes, sculpture and decorative streetscape elements are low-cost, high-value opportunities to improve the overall look and feel of each corridor. Community groups or local artists can showcase their talents in identified locations. The Village can support procurement of this effort by engaging organizations in the decision-making process. Lighting appropriate for its location is critical to creating a safe environment that is navigable for all ages and abilities.



Phase 3

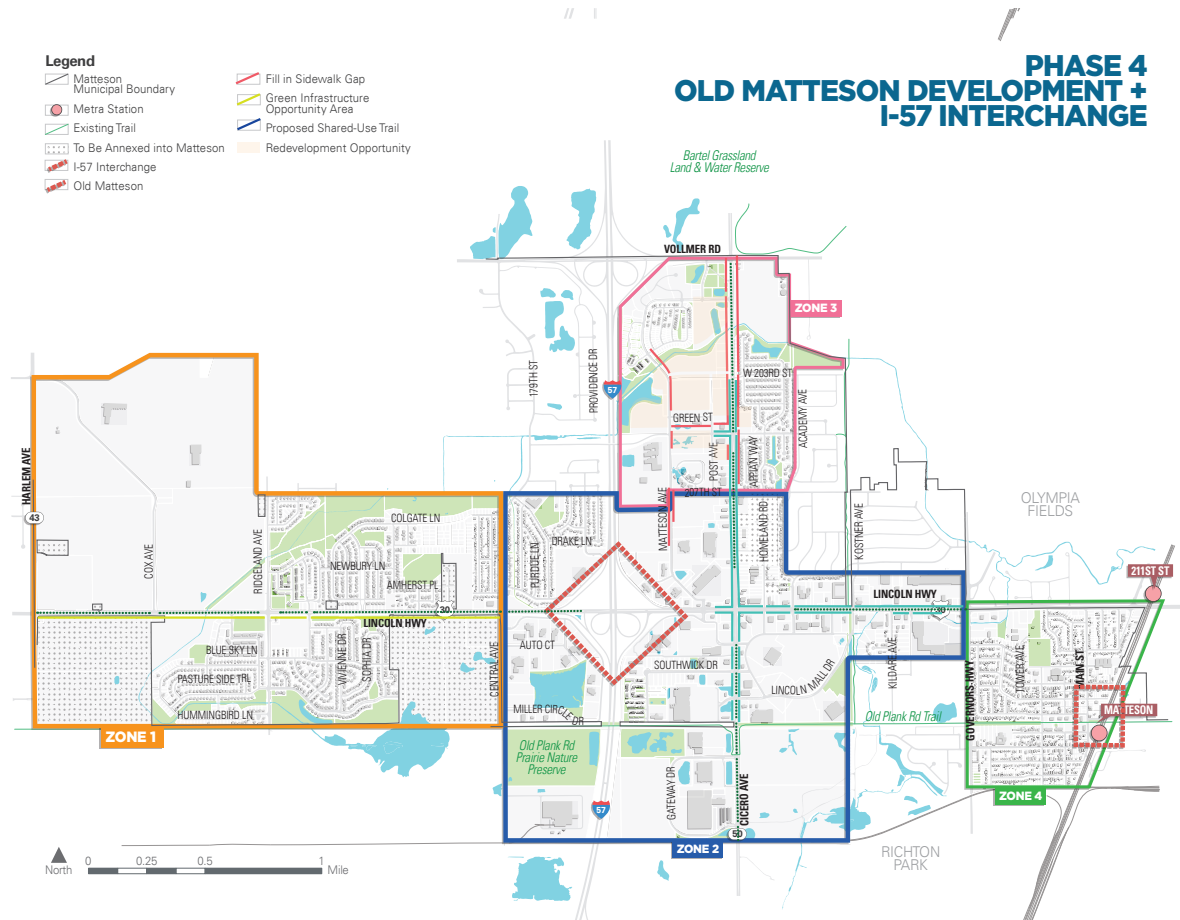
Traffic calming and prioritization of pedestrian and bike safety in Phase 3, includes the implementation of medians, where appropriate, along both US-30 and Cicero Ave corridors. Planted, raised medians provide both visual relief and enhance the corridor aesthetic. Raised medians are designed to provide clear sight lines to adjacent businesses and traffic, while promoting roadway safety and passively expressing the behavior expectation to slow down. Parkway landscaping provides a buffer to traffic from adjacent sidewalks and paths.

Proposed Improvements

- Planted medians at US-30 and Cicero Ave (including gateway identification)
- Intersection improvements (in coordination with IDOT and the Village existing plans)
- Parkway landscaping

Supporting Elements

In Phase 3, The primarily focus is on landscape elements and coordination with IDOT. Long-term intersection and roadway improvements can be coordinated with IDOT's planning and funding mechanisms. The Village can prioritize intersections and roadway improvements in the study area that have the highest impact and coordinate with their annual CIP which would include landscape elements and parkway/median plantings.



Phase 4

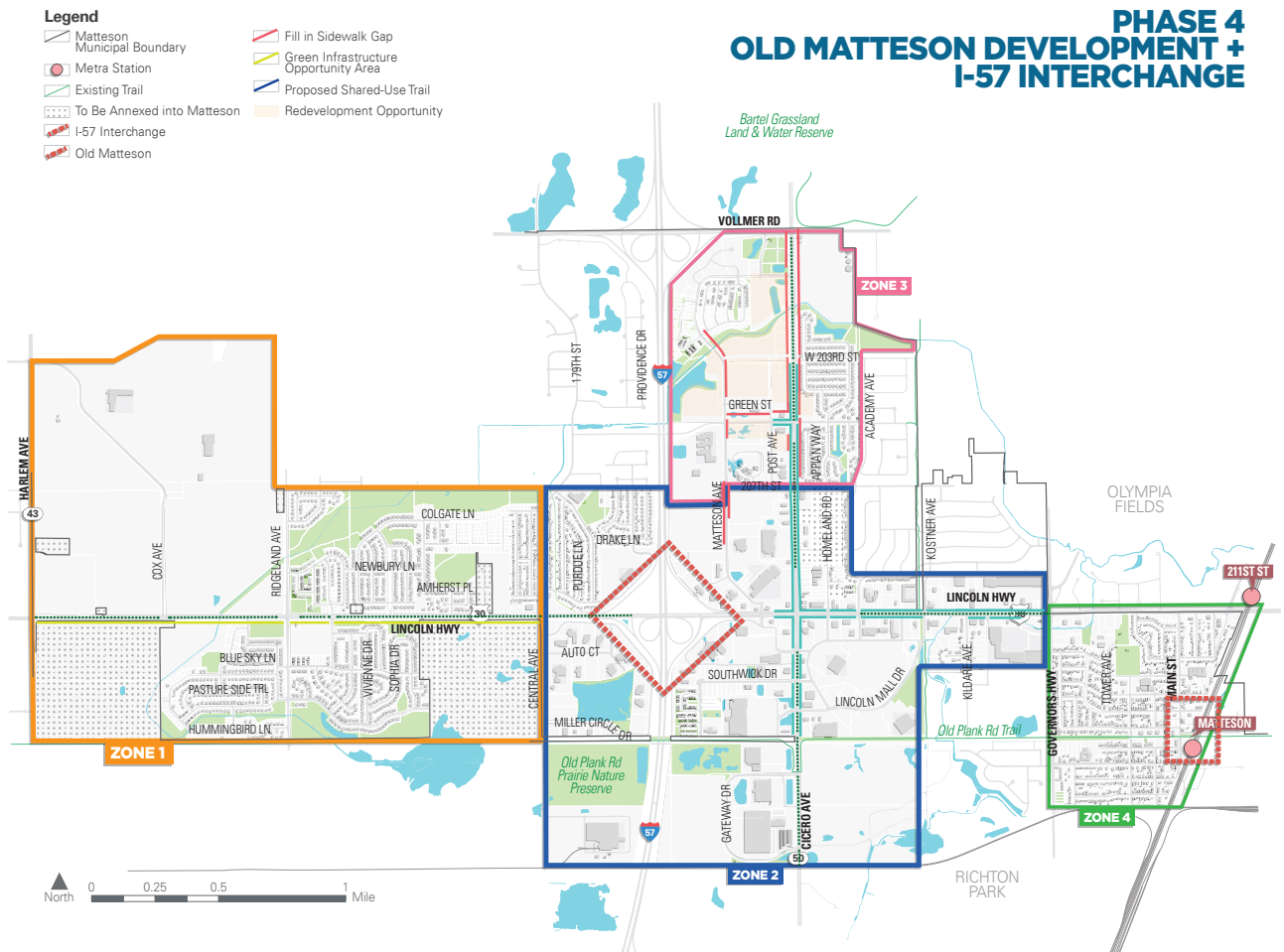
Development activity incentivized by the public improvements in Phases 1-3 can lead to increased interest in economic development activities in Old Matteson. In prior phases, a new trail head, sidewalks and parkway improvements will be complete. Phase 4 focuses on business attraction and retention including additional streetscape improvements in this area. To create continuity between east and west sides of US-30, the I-57 interchange will be improved to accommodate pedestrian and bike traffic.

Proposed Improvements

- Old Matteson
- I-57 Interchange.

Supporting Elements

The Village's economic development strategy can support focused attention to business attraction and retention in Old Matteson. This area is an important cultural and historic destination within the Village. Its proximity to the Matteson and 211th Metra stations are a benefit and can be leveraged for its revitalization and enhancement. Similar streetscape elements, as those proposed for US-30 and Cicero Ave, can be included in Old Matteson's design. The Old Plank Road trailhead is a regional destination and amenities in Old Matteson can be widely publicized in a regional marketing campaign. The I-57 interchange and proposed pedestrian and bike facilities accomplish the corridor design goals to create a connected and multi-modal environment in Matteson.



IMPLEMENTATION MATRIX

The implementation matrix organizes the recommendations of the Village of Matteson Streetscape Improvement Plan into an easily referenced table. The matrix identifies the estimated timeline for completion and potential partners and organizations for the implementation of each key action item/strategy. The estimated timelines are organized as follows:

Ongoing = The Village should continue to do this

Short-term = 0-3 years

Medium-term = 4-8 years

Long-term = 9+ years

This chapter includes goals and action items from all of the key topic areas presented in the Plan. The content of the goals may have applicability to more than one chapter. The goals should be viewed as a feedback loop in which the chapter topics are integrated to comprehensively understand the implications of implementation.

Prioritize improvement of the public realm throughout the entire study area		
Land Use & Public Realm Improvements		
Goal #1		
Create a hierarchy of streets and associated street cross sections that reflect their function and use while supporting multi-modal navigation of the corridors.		
Key Action Items	Timeline	Partners / Agencies
1 - Identify a palette of elements for each roadway type that can be coordinated with proposed improvements.	Short-term	Village of Matteson
<ul style="list-style-type: none"> Identify plantings, furnishings and color standards for each roadway type Palette should reflect the image and character of the corridors and be a part of a community-wide branding campaign. 		
2 - Utilize the functional classification analysis to determine best fit improvements for each roadway type.	Quick-Win	Village of Matteson, IDOT
<ul style="list-style-type: none"> The functional classification analysis should be used to guide potential improvements and prioritize high impact areas Prioritize roadways that are the most accessible by pedestrians and bikes Roadways that are currently high functioning should be prioritized to receive improvements in coordination with the proposed project phasing 		
Goal #2		
Make US-30 more walkable by considering a 'park once' strategy to encourage walking between businesses.		
Key Action Items	Timeline	Partners / Agencies
1 - Emphasize and encourage outdoor cafes and public gathering spaces along the corridors, where appropriate, to add vibrancy to the streetscape.	Short-term	Village of Matteson
<ul style="list-style-type: none"> Remove or revise regulatory barriers to outdoor seating and promote seasonal accommodations. Utilize existing outdoor space and public ways to encourage public seating based on business occupancy. Encourage incorporation of plantings and other enhancements into public spaces and seating areas. 		
2 - Prioritize pedestrian-oriented developments to include incorporation of seasonal outdoor seating or other streetscape furnishings within the developments.	Short-term	Village of Matteson, Property Owners, Developers, Real Estate Brokers
3 - Evaluate existing regulations, including the Zoning Ordinance, and propose recommendations that provide flexibility for businesses to create connections and safe passages between businesses.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Prioritize pedestrian passages and sidewalk continuity. 		
<ul style="list-style-type: none"> Evaluate shared parking or reduced parking requirements where multiple businesses are located. 		
<ul style="list-style-type: none"> Apply for funding under CMAP LTA program 		CMAP
4 - Communicate to developers the Village's desire to reduce car traffic and create a more connected pedestrian environment in along US-30 and Cicero Avenue.	Mid-term	Village of Matteson, Developers
<ul style="list-style-type: none"> Create a document that outlines the Village's priorities and requirements for public realm improvements Require developers to install sidewalks or fee in lieu as a part of each new development. 		
5 - Encourage business owners to improve their properties with landscaping that enhances pedestrian safety with planted buffers.	Short-term	Property Owners, Business Owners

Goal #3		
Improve intersection design at key locations to prevent vehicular conflicts and prioritize pedestrian safety.		
Key Action Items	Timeline	Partners / Agencies
1 - Improve key intersections that connect destinations and enhance pedestrian safety along each corridor.	Short-term	Village of Matteson
<ul style="list-style-type: none"> The intersections of Cicero Ave and Lincoln Highway, Village Commons, Old Matteson, and I-57 should be prioritized for improvements. Consider pedestrian pathways that connect residential areas to commercial areas along both corridors for improvements. 		
2 - Identify intersections that have high impact to facilitate connection to schools, trailheads and businesses.	Short-term	Village of Matteson
<ul style="list-style-type: none"> Create connections to Colin Powell School, the Recreation Center, Huth Middle School, and Matteson Elementary School from residential areas. The Old Plank Trail Head in Old Matteson and at Cicero Avenue are important destinations that should be prioritized for improvement. 		
Goal #4		
Identify high impact areas along the corridors to receive special treatment including paving, furnishings, and plantings.		
Key Action Items	Timeline	Partners / Agencies
1 - Planted medians are encouraged along both Cicero Ave and US-30 to communicate gateways into the community as well as enhance the overall business environment.	Short-term	Village of Matteson
<ul style="list-style-type: none"> Utilize the recommended planting palette to determine the best low maintenance and cost effective plantings for each corridor. Gateway plantings should be seasonally appropriate and include additional planting diversity, texture, and color. 		
2 - Landscape medians east of Governor's Hwy along US-30 with street trees between Maple St and Main St including a streetscape tree buffer at Metra Station Lot 1 at Main and Front St.	Long-term	Village of Matteson, Public Works, IDOT
3 - Intersection improvements including context sensitive street design in the study area communicate to drivers that the area prioritizes pedestrians and contributes to their perception of safety.	Mid-term	Village of Matteson, IDOT
<ul style="list-style-type: none"> Refer to the CSS Manual for additional direction on streetscape design including safety measures. http://idot.illinois.gov/transportation-system/transportation-management/context-sensitive-solutions/index 		
4 - Streetscape furnishings and pedestrian amenities should be focused on enhancement of areas of high impact and connection between areas of high activity.	Short-term	Village of Matteson, Public Works
<ul style="list-style-type: none"> Identify areas and include specific projects in the Village's annual budget. Coordinate proposed projects with the Public Works Department. 		
Goal #5		
Consider burial of overhead power lines along US-30.		
Key Action Items	Timeline	Partners / Agencies
1 - Conduct a cost estimate to determine financial implication to burying power lines.	Long-term	Village of Matteson
<ul style="list-style-type: none"> Burial of overhead lines should be coordinated with the appropriate utility companies. Areas for consideration include the intersection of Cicero Avenue and Lincoln Highway where commercial land use intensity is higher. 		
2 - Project lifecycle, multi-year costs of power line burial and budgetary constraints in proposed locations.	Long-term	Village of Matteson

Create a unique identity and graceful entries into the Village along US-30 and Cicero Avenue

Gateways & Wayfinding

Goal #1

Reinforce the western gateway to the Village at Harlem Ave with signage and landscaping.

Key Action Items	Timeline	Partners / Agencies
1 - Planted medians are encouraged to mitigate rain events, to reduce flooding, and communicate a unique identity in the Village.	Short-term	Village of Matteson, Public Works
<ul style="list-style-type: none"> Utilize the recommended low maintenance, cost effective landscaping in the planting palette. 		
2 - Gateway signs can be designed to reinforce the Village's identity and differentiate it from adjacent communities.	Short-term	Village of Matteson
<ul style="list-style-type: none"> Include community input into the design of gateway signs. Gateway signage should be coordinated with informational and wayfinding signage. 		

Goal #2

Leverage the existing land use patterns in the US-30 corridor that are inwardly focused and set back from the corridor to integrate housing typologies that

Key Action Items	Timeline	Partners / Agencies
1 - Coordinate new land uses west of I-57 that consider housing typologies for seniors.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Update the Village's land use map to include multi-family residential uses to accommodate housing diversity. Review existing subdivision ordinances and identify potential updates to include housing diversity or flexible land uses that accommodate multi-family/senior housing options. 		
2 - Annexation of land west of the I-57 interchange at Central Ave should include land use recommendations to ensure consistency with adjacent development.	Long-term	Village of Matteson
<ul style="list-style-type: none"> Areas of annexation should be prioritized to create continuity in the corridors. Land use designations should follow established patterns and strengthen the surrounding land use framework. 		

Goal #3

Buffer residential land uses from US-30.

Key Action Items	Timeline	Partners / Agencies
1 - Street trees and native landscaping can buffer existing land uses from US-30 while enhancing its overall appearance.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Prioritize parkways along the corridor that do not interfere with visibility of businesses from the street. 		
2 - Programs and initiatives that prioritize native landscaping including pollinator plantings at the I-57 interchange should be included in any infrastructure improvement plans.	Long-term	Village of Matteson
<ul style="list-style-type: none"> Work with IDOT and its programs to increase pollinator plantings. Coordinate with the Public Works Department to ensure capacity and maintenance routines are effective. 		

Goal #4

Improve existing medians with new low-maintenance, landscape treatments.

Key Action Items	Timeline	Partners / Agencies
1 - Existing raised concrete medians can be landscaped to improve the roadway's appearance and slow traffic.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Coordinate with infrastructure and landscaping goals for recommendations on type and location for median plantings. Consider additional landscaping to mitigate stormwater and rainwater impacts. 		

Goal #5		
Improve the intersection at Ridgeland and US-30 including replacement of the existing metal barriers with modern bollards, additional pedestrian amenities,		
Key Action Items	Timeline	Partners / Agencies
1 - Replacement of aging infrastructure with modern materials creates a cohesive and well-designed urban fabric that expresses the character and identity of the Village.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Replacement of existing infrastructure should be coordinated with IDOT and Village projects scheduled in the coming years. 		
2 - Bollards at intersections are encouraged to provide a sense of safety for pedestrians.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Bollards should be placed at high volume intersections such as Cicero and Lincoln Highway. 		
<ul style="list-style-type: none"> Decorative bollards can be a part of the public art program for the streetscape. 		

Goal #6		
Add informational signage at Governor's Hwy for Village Hall campus and improve the intersection at Governor's Hwy with differentiated pavement and new		
Key Action Items	Timeline	Partners / Agencies
1 - Coordinate Village Campus master plan with the streetscape plan with the extension of bike lanes into the Village Hall Commons.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Plan new bike lanes throughout the Village Campus that connect to the corridors. 		
2 - Improve intersections at Village Commons Drive and Cicero Ave with decorative pavers.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Differentiate the Village Commons intersections from other areas of the Village. Additional public art at these key destinations is recommended. 		
3 - Utilize similar lighting and signal posts throughout the Cicero Ave corridor.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> Lighting should conform with BUG standards and Dark Skies strategies LED lighting is preferred with high CRI to ensure that color rendition is accurate. 		

Goal #7		
Encourage public arts within the public realm, including the public infrastructure elements. This can complement with the Village's gateway and wayfinding		
Key Action Items	Timeline	Partners / Agencies
1 - Inventory public infrastructure, such as utility boxes, light posts' banners, and benches, that are candidates for public art projects.	Quick Win	Village of Matteson
<ul style="list-style-type: none"> Coordinate public infrastructure inventory with the Public Works Department Work with utility companies to ensure the safety of artists using public infrastructure for installations. 		
2 - The Village should collaborate with local artists and school districts to conduct public art projects on public infrastructure elements.	Quick Win	Village of Matteson
<ul style="list-style-type: none"> Coordinate with the Chamber of Commerce and area schools to create artwork that represents the values, identity and character of the Village. Solicit local businesses to share the costs of administering a public art program, buying materials, and creating the installations. Identify locations for public art that are in highly visible areas. 		

Identify development opportunities along US-30 and Cicero Ave that prioritize infill and redevelopment

Economic Development & Redevelopment

Goal #1

Coordinate Lincoln Mall site with adjacent land uses to ensure connectivity and continuity in the urban fabric.

Key Action Items	Timeline	Partners / Agencies
1 - Identify land use and zoning for existing undeveloped parcels along Cicero Ave east of the Butterfield Creek	Short-term	Village of Matteson, Public Works
<ul style="list-style-type: none"> • Coordinate with the future land use map for recommendations of new land uses. • Perform a feasibility study for the reuse of the Lincoln Mall site including opportunity for a new casino. 		
2 - Create a master plan for infill development west of Butterfield Creek including the outlot site on east side of Cicero Ave at Village Commons Rd.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> • Right size development to provide necessary amenities to adjacent residents. • Incorporate trails and enhanced public realm design around Butterfield Creek. • Consider new uses not currently available in the Village that enhance resident's quality of life such as fitness, health, wellness, or grocery related uses. 		
3 - Create a business attraction strategy for existing infill and outlot commercial parcels on the west side of Cicero south of Village Commons	Mid-term	Village of Matteson, Chamber of Commerce
<ul style="list-style-type: none"> • Promote the business friendly environment of Matteson with the creation of new marketing materials. • Work with the Chamber of Commerce to enhance existing policies, outreach and incentives for businesses. 		

Goal #2

Develop design guidelines to inform the desired quality of development and materiality of architecture.

Key Action Items	Timeline	Partners / Agencies
1 - Review existing design guidelines for new developments.	Short-term	Village of Matteson, Public Works
<ul style="list-style-type: none"> • Include guidelines for all new development including requirements for public realm and sidewalk continuity. • Ensure design guidelines provide direction to developers on the Village's expectations for prioritizing pedestrians and bikes. 		
2 - Create a consistent architectural vocabulary for all new developments.	Mid-term	Village of Matteson
<ul style="list-style-type: none"> • Include direction on appropriate and durable materials, colors, massing, setbacks, screening of parking areas, and loading zones. • Work with developers interested in new construction to understand expectations of the Village. 		
3 - Review the existing sign ordinance, with particular attention to temporary signs, to ensure a high-quality and consistent public realm.	Mid-term	Village of Matteson, Chamber of Commerce
<ul style="list-style-type: none"> • Verify that the Village's existing sign ordinance conforms with recent legislation. 		

Encourage a multi-modal environment that encourages connection with regional trail systems.

Transportation

Goal #1

Create a pedestrian/bike pathway through the I-57 interchange.

Key Action Items	Timeline	Partners / Agencies
1 - Add informational, directional, and gateway signage at the I-57 overpass to provide access to Notre Dame Park via Mattson Ave and Lake Superior Dr.	Short-term	Village of Matteson, Public Works
2 - Improve intersections along Cicero Avenue with differentiated pavement and new crosswalks in high traffic areas that connect retail, commercial and hospitality land uses.	Mid-term	Village of Matteson
3 - Coordinate the trailhead to Old Plank Trail south of US-30 to create continuity from the I-57 interchange.	Mid-term	Village of Matteson, Chamber of Commerce
4 - Promote connections to destinations and parks/open space.	Mid-term	Village of Matteson, Chamber of Commerce
5 - Ensure transportation infrastructure complies, including sidewalk ramps, with ADA standards.	Mid-term	Village of Matteson, Chamber of Commerce

Goal #2

Add pedestrian amenities to the streetscape design in high traffic areas near retail/commercial nodes and Village Commons including: benches, trash

Key Action Items	Timeline	Partners / Agencies
1 - The Village Commons is the 'front door' to the Village and can accommodate additional seasonal activity as well as access to existing walking trails and Community Center. This civic health and wellness node should provide access to surrounding businesses as well as act as a destination.	Short-term	Village of Matteson, Public Works

Goal #3

Provide continuous sidewalks along Cicero Ave and US-30 where there currently are gaps in the system.

Key Action Items	Timeline	Partners / Agencies
1 - Coordinate installation of sidewalks with infrastructure improvements at major intersections and the north side of US-30 west of the I-57 interchange. East of the I-57 interchange, sidewalk continuity should exist on both sides of US-30.	Short-term	Village of Matteson, Public Works
2 - On Cicero Ave, sidewalk gaps near Village Commons on the west side of the road should be prioritized.	Short-term	Village of Matteson, Public Works

Enhance the Old Matteson area and leverage the connection to Metra.

Transit

Goal #1

Designate a Neighborhood Commercial District at Main and US-30.

Key Action Items	Timeline	Partners / Agencies
1 - Coordinate land uses to encourage additional commercial development that is consistent with best practices for transit-oriented development that increase density in the area and provide a variety of housing types.	Short-term	Village of Matteson, Public Works
2 - Identify locations for mixed-use development on infill sites within the Old Matteson District.	Short-term	Village of Matteson, Public Works
3 - Provide informational signage for area businesses in the Old Matteson District including directional and educational signage for the Railfan Viewing Platform at rail and US-30.	Mid-term	Village of Matteson, Public Works

Goal #2

Improve the Olympian Way/US-30 signalized intersection at the 211th Metra rail with enhanced crosswalks and gateway signage.		
Key Action Items	Timeline	Partners / Agencies
1 - Provide signage for Matteson Public Works and Old Matteson Commercial District along US-30.	Short-term	Village of Matteson, Public Works

Goal #3		
Consider raised crosswalk at Governor's Hwy at the Old Plank Trail crossing at Main St and coordinate improvements of the intersection with decorative		
Key Action Items	Timeline	Partners / Agencies
1 - Create a trail system and bike path along Old Plank Rd Trail to connect Memorial and Governors Trail Parks and Matteson Elementary School.	Long-term	Village of Matteson, Public Works, IDNR, Matteson Park District
2 - Create a trailhead at Main and Maple Streets along Old Plank Trail with supporting bike paths and/or sharrows along Main St to connect to Old Plank Trail.	Long-term	Village of Matteson, Public Works, IDNR, Matteson Park District

Goal #4		
Create sidewalk connectivity between Huth Middle school and Matteson Elementary schools from Governor's Hwy between Main St. and 216th to provide		
Key Action Items	Timeline	Partners / Agencies
1 - Existing sidewalks should provide continuity from the Old Plank Trail across Governors Hwy.	Mid-term	Village of Matteson, Public Works
2 - The intersection at Main St. should be improved to accommodate crossing from neighborhoods north of Lincoln Hwy	Mid-term	Village of Matteson, Public Works, IDOT

Integrate Green Infrastructure along Cicero Avenue and US-30		
Infrastructure		
Goal #1		
Coordinate infrastructure improvements with streetscape improvements in study area.		
Key Action Items	Timeline	Partners / Agencies
1 - Review opportunities to encourage implementation of best management practices in all types of development, such as providing stormwater credits or integrating landscape design strategies.	Short-term	Village of Matteson, Public Works
2 - Target areas and applicable strategies for the implementation of green infrastructure.	Mid-term	Village of Matteson, Public Works

Goal #2		
Create Stormwater/rainwater mitigation recommendations.		
Key Action Items	Timeline	Partners / Agencies
1 - Develop local single residential lot and subdivision stormwater detention/retention policies to ensure development and redevelopment don't create a new burden on the existing stormwater system and major waterways within the community.	Short-term	Village of Matteson, Public Works
2 - Coordinate green infrastructure strategies with new and planned road and trail projects.	Mid-term	Village of Matteson, Public Works



APPENDICES



RATIO

MEETING SUMMARY

- Architecture
- Preservation
- Interior Design
- Landscape Architecture
- Urban Planning & Design

To: Project Team, Village of Matteson
RATIO Project No.: 19007
Date: September 20, 2019
Subject: Matteson Streetscape Improvement Plan - Workshop 1 Summary



- Station 1: Welcome
- Station 2: Mapping Assets
- Station 3: Visioning
- Station 4: Streetscape Improvement

The results and input gathered from the participants pertaining to each station are summarized in the following sections.

Station 1 – Welcome

The first station included a sign-in and welcome table. A brief slide presentation was given that explained the planning process and purpose of the Matteson Streetscape Improvement Plan.

Station 2 – Mapping Assets

The second station featured an exercise that asked for participant input into determining priorities for improvement along each of the corridors. Each board illustrated a specific Character Zone defined by specific boundaries in each of the corridors. These Character Zones were defined in the Existing Conditions Report and are generally defined by changes in land use or other physical characteristics. Participants were asked to identify assets and challenges on the US-30 and Cicero Avenue Corridors with colored stickers and notecards. The results are shown in the scanned images below.

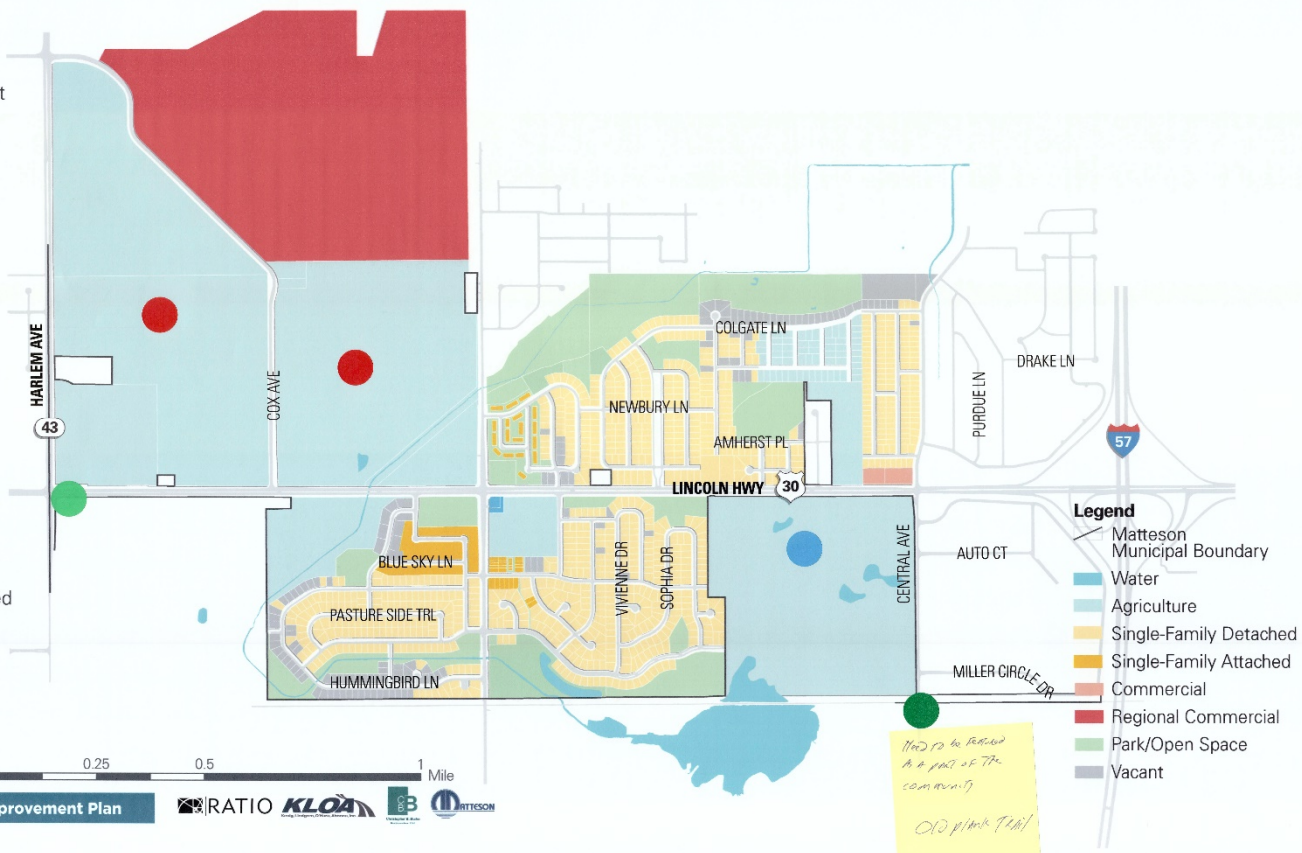


STATION 2: MAPPING ASSETS

CHARACTER ZONE 1

Help define challenges and opportunities for the following key themes:

- **Public Realm**
Ex: Landscaping, street furniture,
- **Redevelopment Opportunity**
Ex: Issue with vacant lots; opportunity for redevelopment
- **Intersection**
Ex: Problematic intersection; unsafe crossing
- **Land Use**
Ex: Greater/fewer portion of an land activity
- **Trail + Pathways**
Ex: Existing and desired trail and sidewalks
- **Signage**
Ex: Existing and desired signs welcoming people into Matteson and showing where attractions are located



STATION 2: MAPPING ASSETS

CHARACTER ZONE 2

Help define challenges and opportunities for the following key themes:

- **Public Realm**
Ex: Landscaping, street furniture,
- **Redevelopment Opportunity**
Ex: Issue with vacant lots; opportunity for redevelopment
- **Intersection**
Ex: Problematic intersection; unsafe crossing
- **Land Use**
Ex: Greater/fewer portion of an land activity
- **Trail + Pathways**
Ex: Existing and desired trail and sidewalks
- **Signage**
Ex: Existing and desired signs welcoming people into Matteson and showing where attractions are located



STATION 2: MAPPING ASSETS

CHARACTER ZONE 3

Help define challenges and opportunities for the following key themes:

- **Public Realm**
Ex: Landscaping, street furniture,
- **Redevelopment Opportunity**
Ex: Issue with vacant lots; opportunity for redevelopment
- **Intersection**
Ex: Problematic intersection; unsafe crossing
- **Land Use**
Ex: Greater/fewer portion of an land activity
- **Trail + Pathways**
Ex: Existing and desired trail and sidewalks
- **Signage**
Ex: Existing and desired signs welcoming people into Matteson and showing where attractions are located

Legend

- | | |
|-----------------------------|--------------------------|
| Matteson Municipal Boundary | Mixed-Use |
| Water | Office |
| Metra Station | Institutional |
| Single-Family Detached | Religious |
| Single-Family Attached | Park/Open Space |
| Multi-Family | Transportation/Utilities |
| Commercial | Vacant |

North 0 0.25 0.5 1 Mile

Matteson Streetscape Improvement Plan



STATION 2: MAPPING ASSETS

CHARACTER ZONE 4

Help define challenges and opportunities for the following key themes:

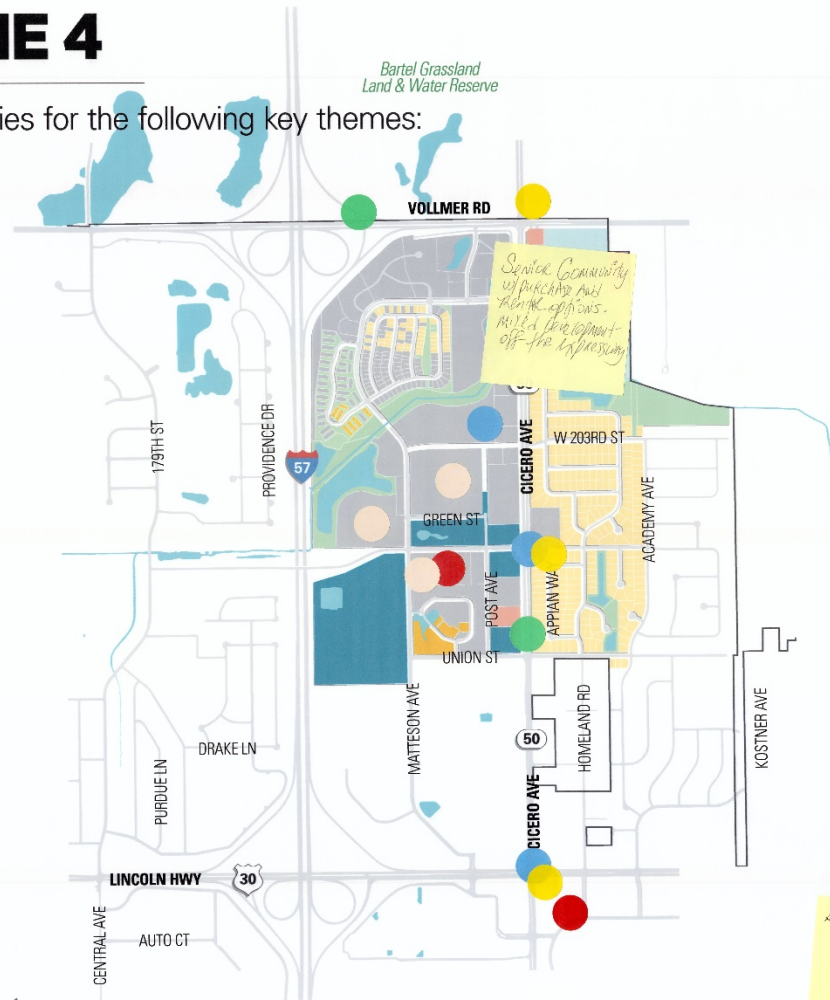
- **Public Realm**
Ex: Landscaping, street furniture,
- **Redevelopment Opportunity**
Ex: Issue with vacant lots; opportunity for redevelopment
- **Intersection**
Ex: Problematic intersection; unsafe crossing
- **Land Use**
Ex: Greater/fewer portion of an land activity
- **Trail + Pathways**
Ex: Existing and desired trail and sidewalks
- **Signage**
Ex: Existing and desired signs welcoming people into Matteson and showing where attractions are located

Legend

- Matteson Municipal Boundary
- Agriculture
- Single-Family Detached
- Single-Family Attached
- Commercial
- Institutional
- Park/Open Space
- Vacant

North 0 0.25 0.5 1 Mile

Matteson Streetscape Improvement Plan



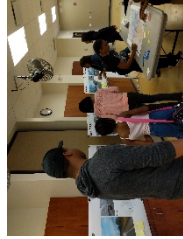
Signage at
Vollmer/Union
I-57/Ke. 30
Matteson/Barnard's
Cross
Eastern village boundary
of Ke. 30 (parking
area)

Landscaping along
Ke. 30 between
Vollmer + San's (East)
Gougeon's + West of I-57
(Ke. 30)

Station 3 – Visioning

At this station, participants selected words they felt answered the question 'What Makes a Great Place? Participants were encouraged to write new words if those provided did not capture their vision. The following summary shows the descriptive words that participants selected. The number next to the words indicate the number of times a word was re-selected among different participants. Words with stars (*) are descriptive words written by participants.

7 Votes Dining Options	*More activities, programs (other than basketball, dancing, and swimming) at community center + classes for home maintenance/improvement which help increase property values	*Entrepreneurship business center
6 Votes Senior Activities Festival/Events Family-friendly		2 Votes Public Art Multi-Generational Convenient Connected Accessible
5 Votes Safe/Protected Retail District Entertainment	3 Votes Transit Streetscape Residential Neighborhood Heart of Community Diverse Destination Cultural Heritage Celebrate History Bike Lanes Active	1 Vote Mixed-Use *Biking and walking, accessibility to stores, shopping, community center, government buildings, everywhere in the village *Schools – No way Lincoln Way! *Vacation Destination
4 Votes Walkable Vibrant Recreation Nature-based		



Station 4 – Streetscape Improvement

The fourth station included six boards that illustrated streetscape enhancements of specific areas within the US-30 and Cicero Avenue Corridors. The renderings were intended to show potential recommendations for improvements to a variety of streetscape elements. Participants reviewed the renderings and wrote their comments on the notecards provided. The feedback received for each rendering are summarized below. The boards are shown in the following images.

Main Street & Front Street

- Consider using permeable pavers and incorporate colorful local and public art on pavements and crosswalks.

US-30 West of Ridgeland

- There is concern with who is responsible for implementing and maintaining the proposed recommendations.
- The shared-use path by US-30 is a welcome addition to provide pedestrians and bikers a safe facility to travel along US-30.
- Landscaping in this section of US-30 is critical to provide people a positive impression as they are entering Matteson from the west.

Cicero Ave South of 207th Street

- Stores should be encouraged to have planters outside of their front doors during spring and summer.

- Ensure gaps in sidewalks and bike paths are filled to promote a continuous network.

US-30 East of Cicero Ave

- The Village needs to consider the actual design of the proposed street banners
- Landscaping should not intrude on driver's sightlines, especially at and around intersections.
- Install additional Village gateway signage by I-57 and US-30.

Cicero Ave and Village Commons

- Widened sidewalks strengthen the pedestrian environment.
- Large floral planters are an additional landscaping feature to buffer the road and the sidewalk.

US-30 & Olympian Way

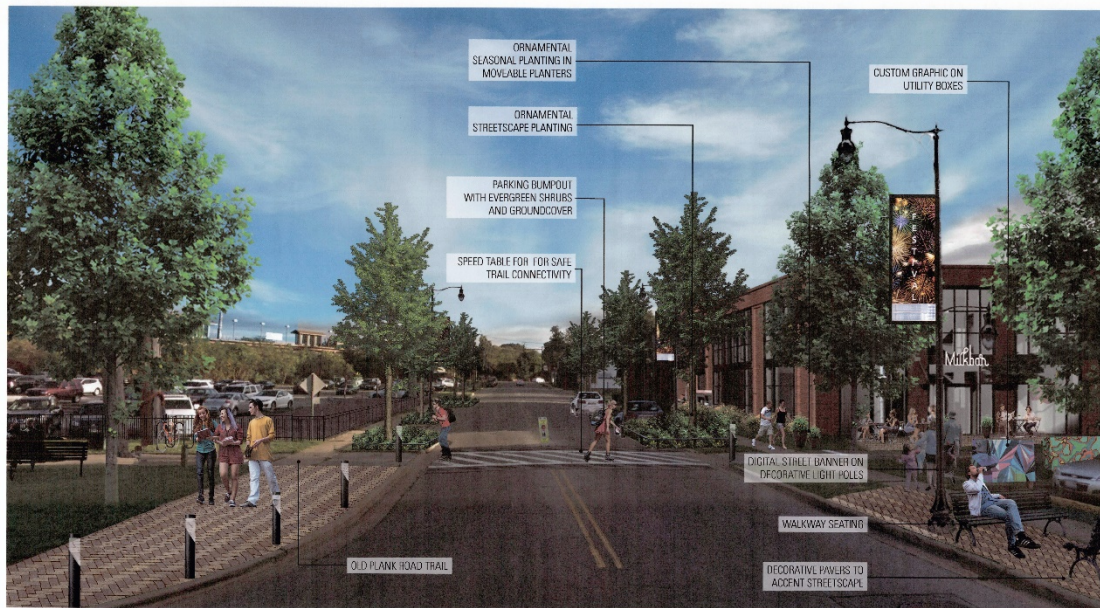
- Avoid digital banners since they can be hard to read for drivers.
- The underpass through existing Metra lines can accommodate a banner for Matteson.
- The Village of Matteson signage may have to be relocated to the Fire Station, since this section of US-30 is the dividing line between Matteson and Olympia Fields. Also, they can be hard to be seen by passing drivers. The signage can also be complemented by additional landscaping features, included flower pots.

Surveys

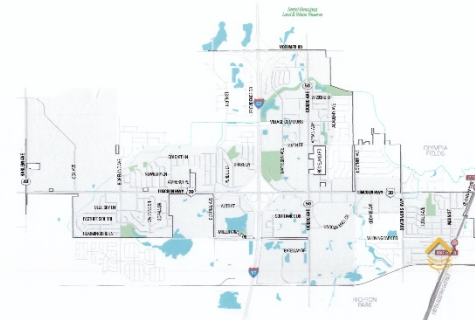
Participants were encouraged to fill out a survey at the end of the workshop. The survey asked about participant's experience with the workshop and what the consultant team and the Village can do better at future outreach events. Four participants completed the survey, and the following summarizes the results:

- Participants generally would recommend the event to their friends and colleagues, with some commenting the workshop was informative.
- They generally felt they understood the planning process better and believed the workshop materials were easy to understand.
- Some suggested that the workshop should be facilitated on a weekend as a possibility to gather greater input.

STATION 4: STREETSCAPE IMPROVEMENT **MAIN ST & FRONT ST**



Before



After

Yes, pretty landscaping & widened sidewalks to improve old Plank Road - And we want to keep the same look so the new street is a better look.

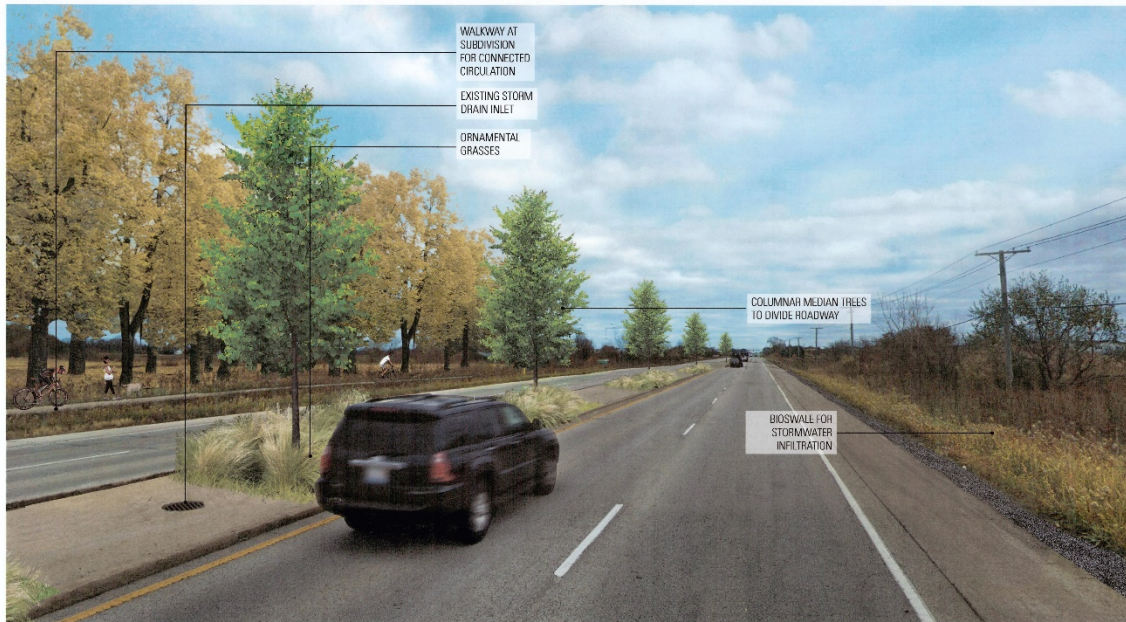
Bring in some trees to be out of the way of the sidewalk.

USE COLORFUL LOCAL ART ON PAVEMENTS AND CROSSROADS

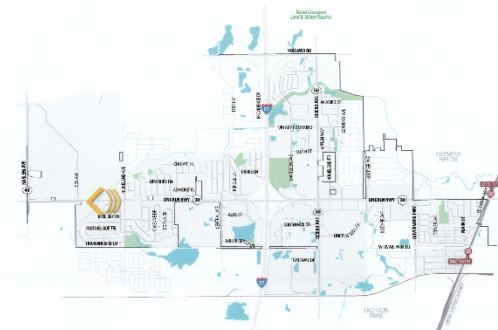
USE PERMEABLE PAVERS

Yes this is very nice looks good.

STATION 4: STREETSCAPE IMPROVEMENT US-30 WEST OF RIDGELAND



Before



After

Love the bike/walking path sidewalk

This end definitely needs landscaping to improve the appearance on this end. There's such a big difference coming into Matteson from Plainfield like the idea of the trees and grass.

Yes to the landscape median strip

What a change! Amazing

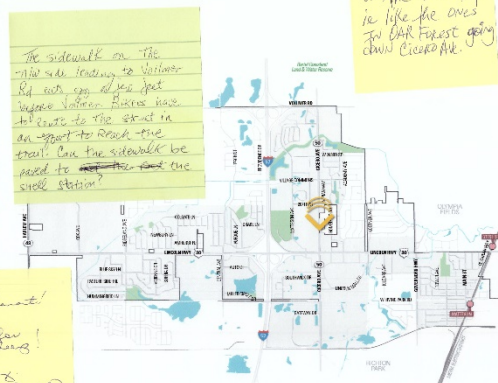
Beautiful design but border on over who would be responsible for maintenance of ornamental grasses

Yes, this is beautiful. Wondering about the cost to residents

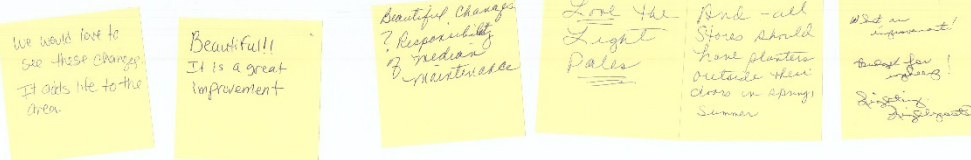
STATION 4: STREETSCAPE IMPROVEMENT CICERO AVE SOUTH OF 207TH ST



Before



After



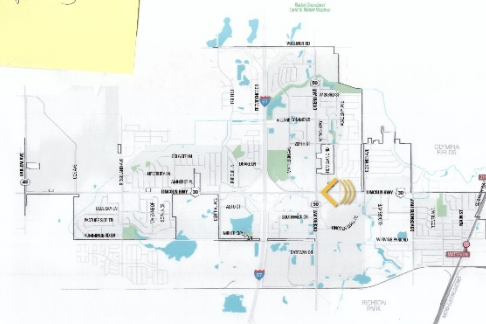
STATION 4: STREETSCAPE IMPROVEMENT US-30 EAST OF CICERO AVE



Before

large hanging planters (flowers)

ornamental grasses + seasonal flowers
 Matteson Entry Sign
 col. landscape w/ art on 30/10/10



After

What will be on digital banners
 lead to Red when driving
 Project
 Freshman Learning
 Senior Learning

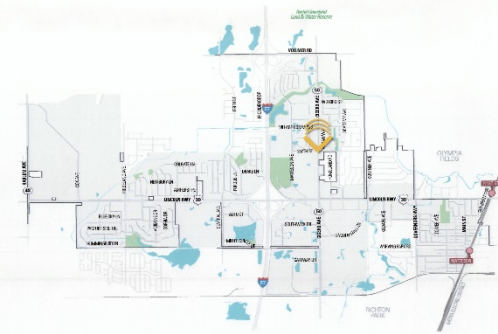
Cost: about 1/2 of grass + plant material at ground level in intersection. Don't block view of drivers trying to see opposing/lane traffic.

Incorporate a planter wall/divider that will prevent eastbound traffic on Rt. 30 from turning into Lincoln Drive. Similar concern about cars using Lincoln's and turning onto Rt. 30

STATION 4: STREETSCAPE IMPROVEMENT **CICERO AVE & VILLAGE COMMONS**



Before



After

*higher corner pad
to make safer driving*

*Yes to the
wider
sidewalks*

*large
floral planters
on walk ways
and arranging
floral landscaping*

STATION 4: STREETSCAPE IMPROVEMENT US-30 & OLYMPIAN WAY



Before

After

larger banners are hard to read when driving
 App. remove Village or Matteson sign to focus on Olympia Fields

USE THE BRIDGE AS A GATEWAY BANNER FOR MATTESON

Put a sign in front of fire station since the city runs Olympia Fields

Large Matteson signs are distracting to traffic. Not easy to read when traveling. Would prefer a billboard sign rotated 90° so approaching traffic will see.

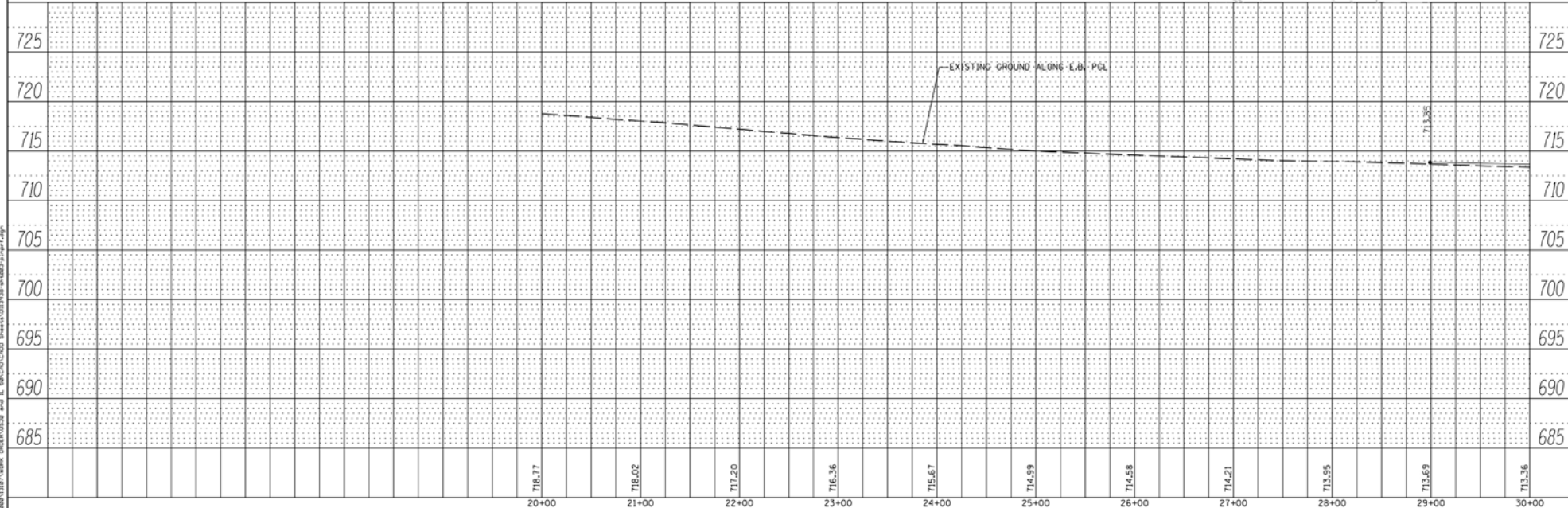
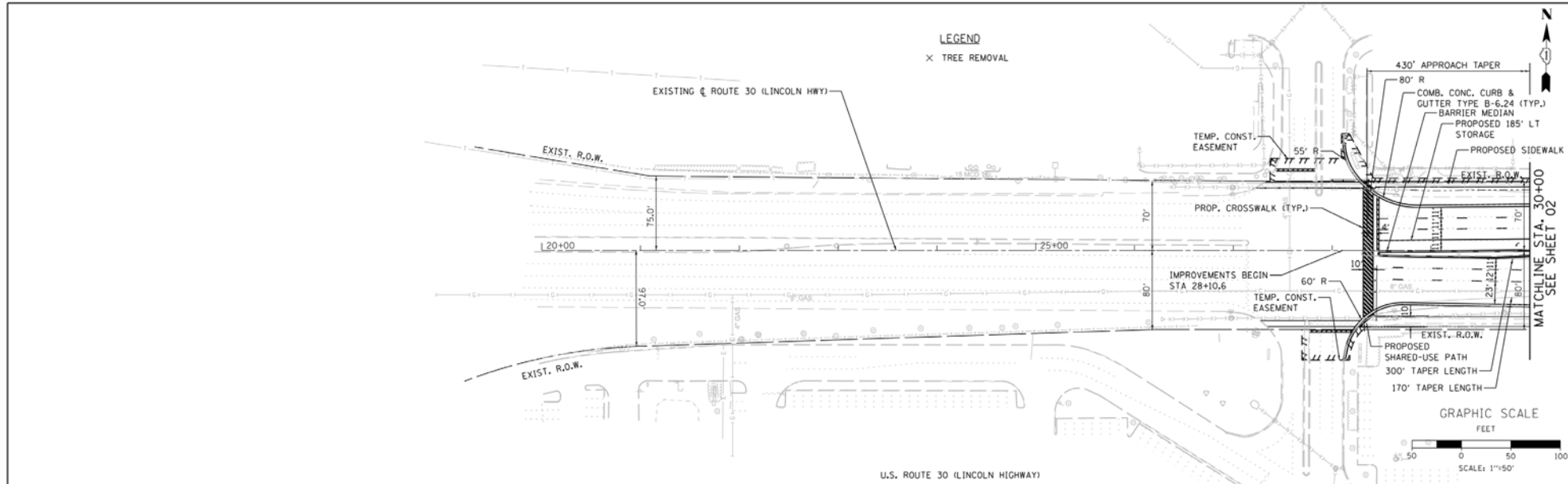
Need a large flower pot thingy in front of sign



PLAN	DATE
DESIGNED	BY
DRAWN	BY
CHECKED	BY
DATE	


PROFILE	DATE
DESIGNED	BY
DRAWN	BY
CHECKED	BY
DATE	

10-15-2017 10:45:07 AM
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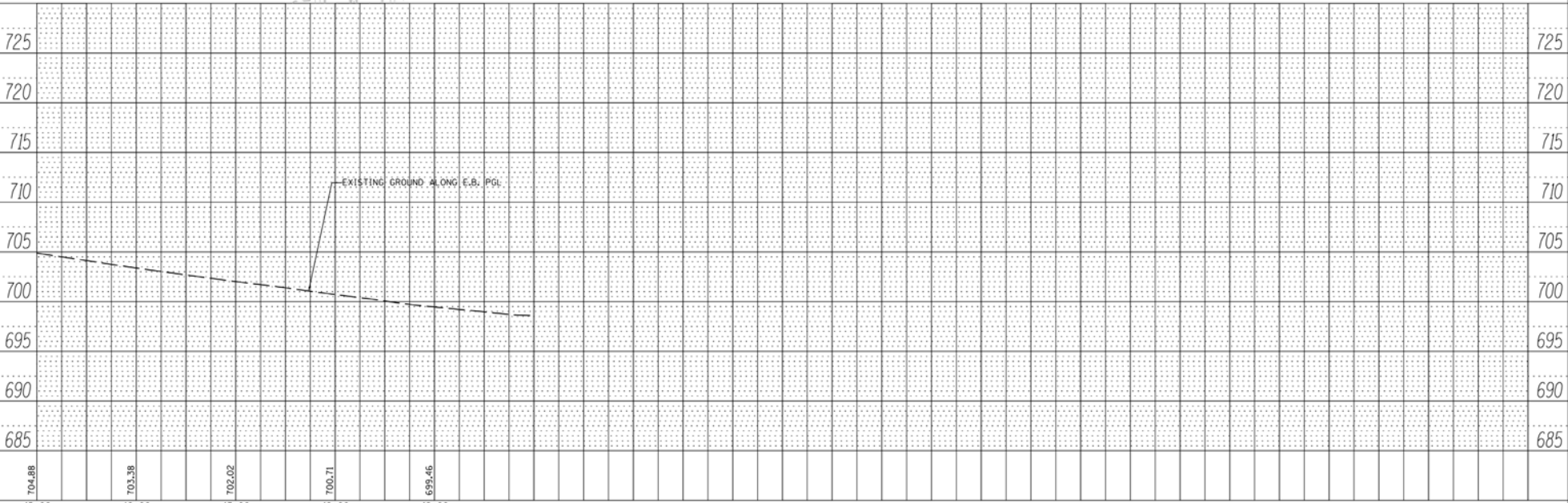



DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 50 (S. CICERO AVE.) AT U.S. ROUTE 30 (LINCOLN HWY) PLAN AND PROFILE PLAN (EXHIBIT E-5.1A)		F.A.P. RTE. 353	SECTION	COUNTY	TOTAL SHEET NO.
DRAWN - DR	REVISED -		SCALE: 1"=50'	SHEET 1 OF 6 SHEETS STA.	TO STA.	ILLINOIS FED. AID PROJECT	CONTRACT NO.	
CHECKED - JK	REVISED -							
DATE - 3/2/2015	REVISED -							



 JEPSTEIN 4860 N. ELSTON ST. CHICAGO, ILLINOIS 60630 TEL: 773.486.8800 FAX: 773.486.8807 WWW.JEPSTEIN.COM	DESIGNED - JK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				IL ROUTE 50 (S. CICERO AVE.) AT U.S. ROUTE 30 (LINCOLN HWY) PLAN AND PROFILE PLAN (EXHIBIT E-51B)				F.A.P. RTEL.	SECTION	COUNTY	TOTAL SHEET NO.
	DRAWN - DR	REVISED -					353							
	CHECKED - JK	REVISED -												
DATE - 3/2/2015	REVISED -		SCALE: 1"=50'	SHEET 2 OF 6 SHEETS	STA. 30+00.00 TO STA. 45+00.00	[ILLINOIS] FED. AID PROJECT				COOK	CONTRACT NO. _____			

PROFILE	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____		
NOTE BOOK	GRADES CHECKED _____		
NO. _____	I.M. NOTED _____		
	STRUCTURE NOTING CARD		

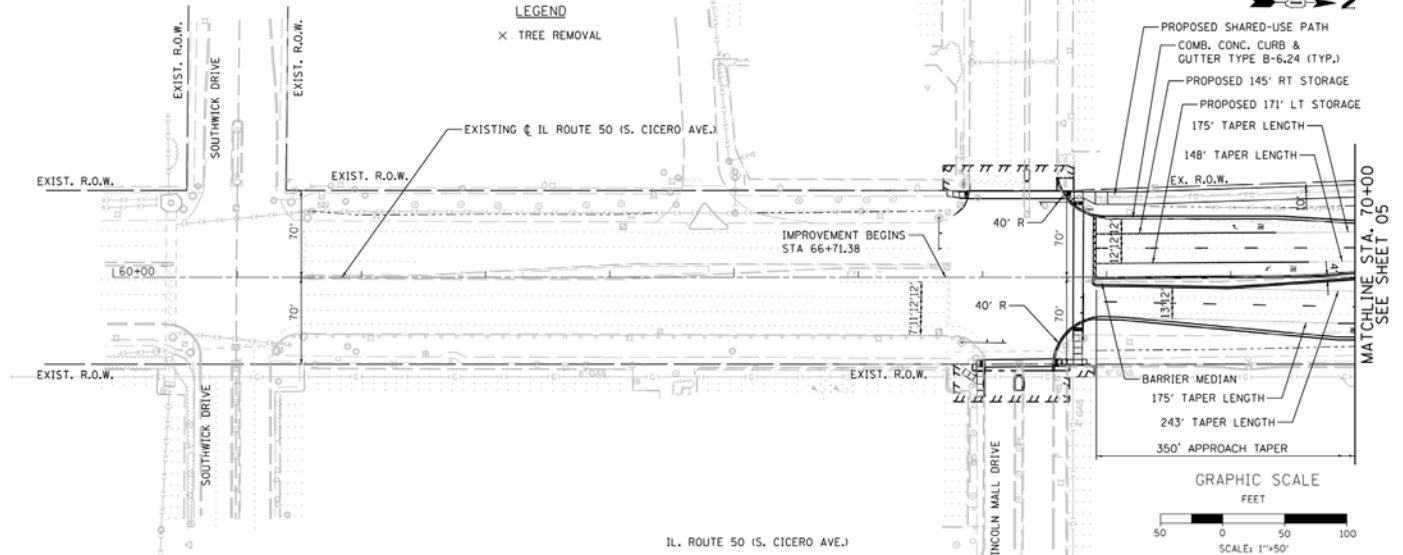
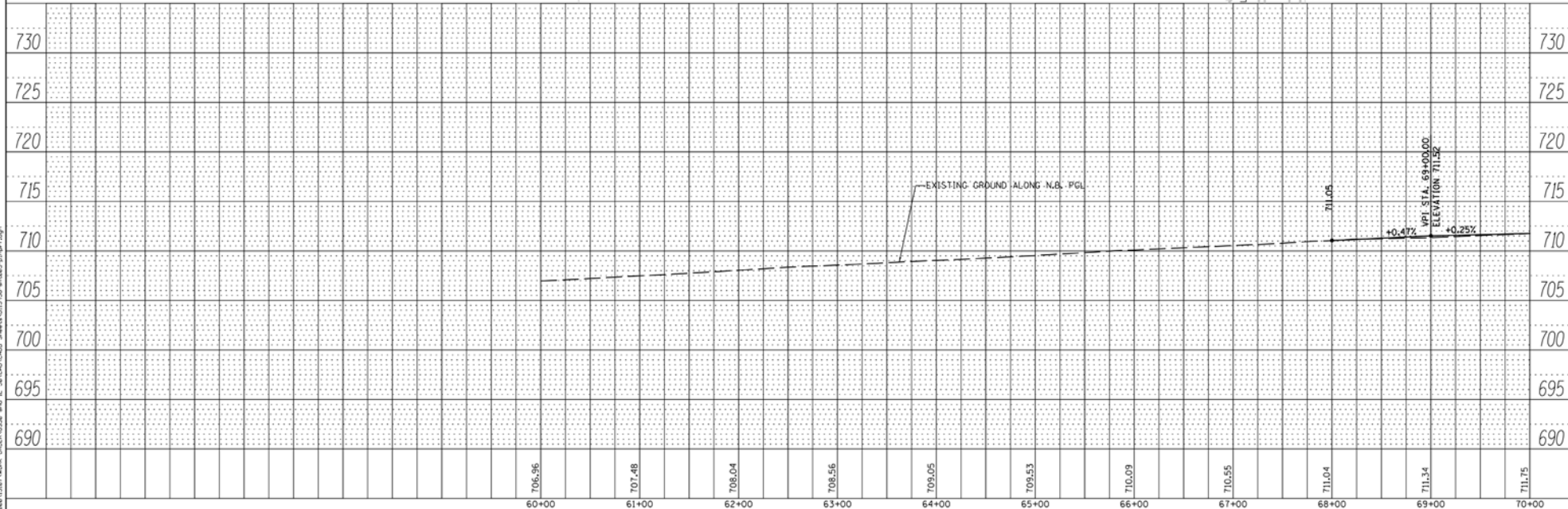


45+00	46+00	47+00	48+00	49+00	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">IL ROUTE 50 (S. CICERO AVE.) AT U.S. ROUTE 30 (LINCOLN HWY) PLAN AND PROFILE PLAN (EXHIBIT E-5.1C)</p>	<p align="center">SCALE: 1"=50'</p>	<p align="center">SHEET 3 OF 6 SHEETS</p>	<p align="center">STA. TO STA.</p>	<p align="center">ILLINOIS FED. AID PROJECT</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
 <p>SEPPSTEIN ENGINEERING INC.</p> <p>100 N. FARMINGTON CHICAGO, ILLINOIS 60610-4208 TEL: 312.434.4000 FAX: 312.434.4007 WWW.SEPPSTEIN.COM</p>	DESIGNED - JK	REVISED -														
	DRAWN - DR	REVISED -														
	CHECKED - JK	REVISED -														
	DATE - 3/2/2015	REVISED -														
											353			COOK		
											CONTRACT NO.					

PLAN	DATE
DESIGNED	BY
DRAWN	BY
CHECKED	BY
DATE	

PROFILE	DATE
DESIGNED	BY
DRAWN	BY
CHECKED	BY
DATE	

10-15-2017 10:45:00 AM
 PROJECT: ILLINOIS ROUTE 50 (S. CICERO AVE.) AT U.S. ROUTE 30 (LINCOLN HWY)
 SHEET: 4 OF 6



900 WILSON ST
 CHICAGO, ILLINOIS 60614-3208
 TEL: 312.696.9100
 FAX: 312.696.9101
 WWW.SEPSTEIN.COM

DESIGNED - JK
 DRAWN - DR
 CHECKED - JK
 DATE - 3/2/2015

REVISED -
 REVISED -
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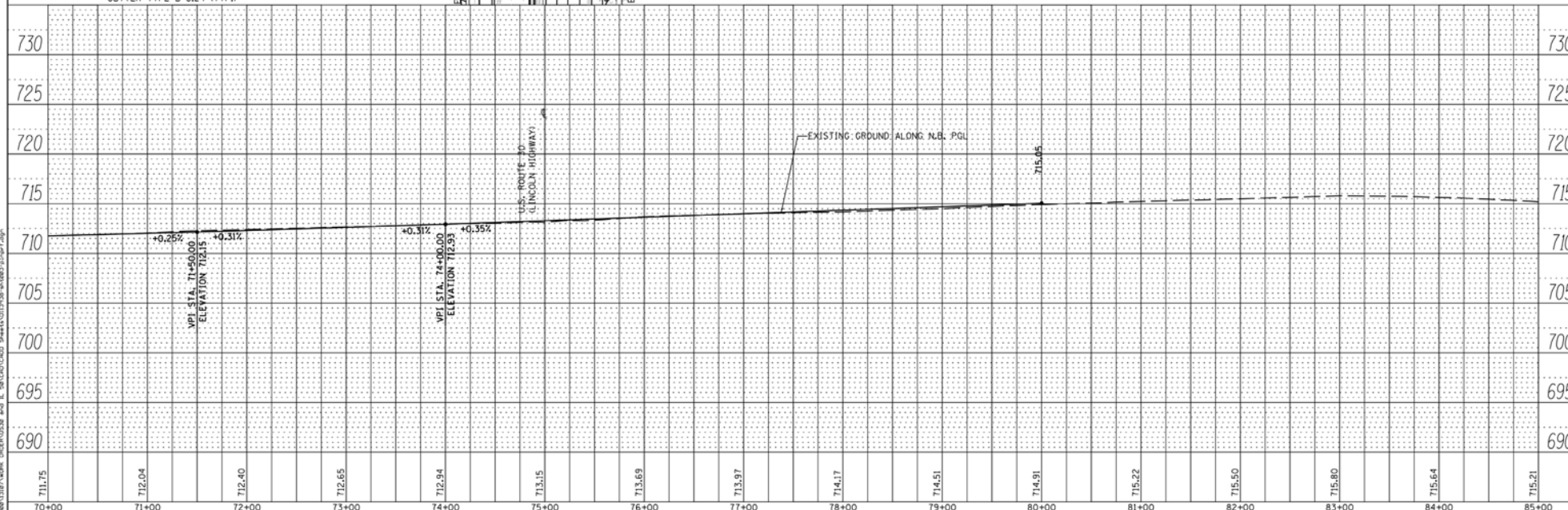
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL ROUTE 50 (S. CICERO AVE.) AT U.S. ROUTE 30 (LINCOLN HWY)
 PLAN AND PROFILE PLAN (EXHIBIT E-5.1D)

SCALE: 1"=50' SHEET 4 OF 6 SHEETS STA. TO STA.

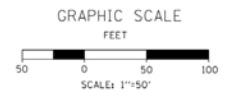
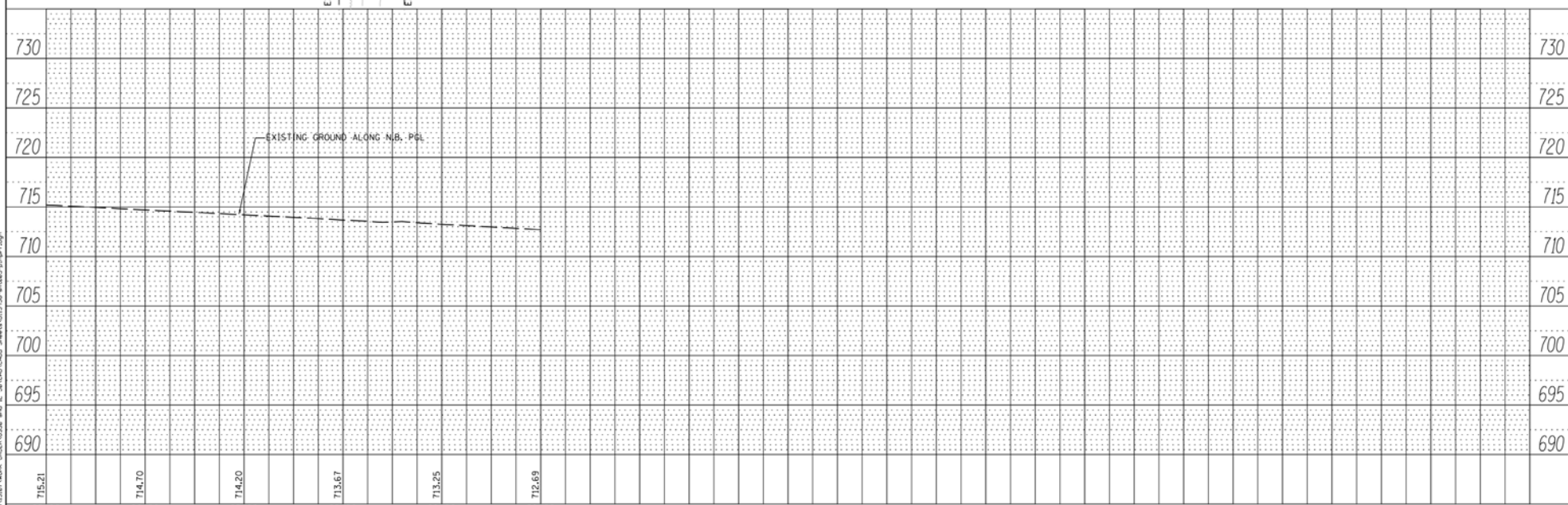
F.A.P. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353		COOK		
CONTRACT NO.				


ILLINOIS FED. AID PROJECT



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353		COOK		
		CONTRACT NO.		
ILLINOIS		FED. AID PROJECT		

PROFILE	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____		
NOTE BOOK	GRADES CHECKED _____		
NO. _____	I.M. NOTED _____		
	STRUCTURE NOTING CARD		



85+00	86+00	87+00	88+00	89+00	90+00	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">IL ROUTE 50 (S. CICERO AVE.) AT U.S. ROUTE 30 (LINCOLN HWY) PLAN AND PROFILE PLAN (EXHIBIT E-5.1F)</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
 <p>DESIGNED - JK DRAWN - DR CHECKED - JK DATE - 3/2/2015</p>	DESIGNED - JK	REVISED -	<p>SCALE: 1"=50'</p>	<p>SHEET 6 OF 6 SHEETS</p>	<p>STA. TO STA.</p>			<p>CONTRACT NO.</p>	<p>ILLINOIS FED. AID PROJECT</p>			
	DRAWN - DR	REVISED -										
	CHECKED - JK	REVISED -										
	DATE - 3/2/2015	REVISED -										
<p>85+00 86+00 87+00 88+00 89+00 90+00</p>						<p>85+00 86+00 87+00 88+00 89+00 90+00</p>						

1

4260 foot proposed path

Item	Unit	Option A			Option B			Option C		
		Quantity	Item Price	Item Cost	Quantity	Item Price	Item Cost	Quantity	Item Price	Item Cost
Top Soil Strip	Cu Yd	2926	\$32	\$93,632	2660	\$32	\$85,120	2675	\$32	\$85,600
Earth Excavation	Cu Yd	717	\$32	\$22,944	1665	\$32	\$53,280	717	\$32	\$22,944
Conc Curb & Gutter	Ft	2240	\$19	\$42,560	2240	\$19	\$42,560	2240	\$19	\$42,560
Paved Shoulder (4' typical)	Ft	4345	\$26	\$112,970	4345	\$26	\$112,970	4345	\$26	\$112,970
HMA Path: 10' wide 6" HMA on 8" Agg Base Widen 310' Long Bridge, 2 abutments and 1 center pier	Ft	3950	\$63	\$249,991	3590	\$63	\$227,207	3610	\$63	\$228,473
	Sq Ft	5580	\$450	\$2,511,000	5580	\$450	\$2,511,000	0		
Modify Center Median along 310' Long Bridge	Sq Ft	0			0			2480	\$150	\$372,000
Modify Center Median along Roadway	Sq Ft	0			0			2480	\$48	\$119,040
Mill Roadway, Overlay Deck, Restripe	Sq Ft	0			0			10850	\$13	\$141,050
Box Culv (12Hx14W) Underpass	Ft	0			360	\$5,000	\$1,800,000	0		
Lighting System at Box Culv (12Hx14W)	Ft	0			360	\$100	\$36,000	0		
Closed Drainage System along Frontage Roads	Ft	2150	\$110	\$236,500	2150	\$110	\$236,500	2150	\$110	\$236,500
Modify Roadway Bridge at Drainage Structures Path Retaining Segmental Block Wall (4' to 11': 8' ave) with wooden railing	Sq Ft	0			0			600	\$200	\$120,000
Roadway Retaining Soldier Pile Wall (4' to 16': 12' ave) with Crashworthy Jersey Barrier Wall	Ft	2365	\$407	\$962,555	1990	\$407	\$809,930	2365	\$407	\$962,555
	Ft	0			1600	\$3,000	\$4,800,000	0		
Crosswalk	Ft	4	\$1,000	\$4,000	0			4	\$1,000	\$4,000
18" Culvert with headwalls	Ft	60	\$200	\$12,000	0			60	\$200	\$12,000
Jersey Barrier Wall separating veh/bikes	Ft	2110	\$60	\$126,600	1810	\$60	\$108,600	2110	\$60	\$126,600
Guardrail Removal	Ft	420	\$15	\$6,300	420	\$15	\$6,300	200	\$15	\$3,000
Guardrail	Ft	0			0			200	\$35	\$7,000
Remove residual underpass lighting	Lump Sum	1	\$2,000	\$2,000	1	\$2,000	\$2,000	0		
Remove and replace street light system west of I-57	Ea	3	\$16,000	\$48,000	3	\$16,000	\$48,000	3	\$16,000	\$48,000
Remove and replace street light system east of I-57	Ea	6	\$16,000	\$96,000	6	\$16,000	\$96,000	6	\$16,000	\$96,000
Ped Push Button install at Central Ave	Ea	2	\$5,000	\$10,000	2	\$5,000	\$10,000	2	\$5,000	\$10,000
Ped Push Button install at Matteson Ave	Ea	2	\$5,000	\$10,000	2	\$5,000	\$10,000	2	\$5,000	\$10,000
Conc ADA Ramps with Detectable Warnings	Sq Ft	1120	\$11	\$12,320	480	\$11	\$5,280	1120	\$11	\$12,320
US 30 MOT	Lump Sum	1	\$22,000	\$22,000	1	\$22,000	\$22,000	1	\$22,000	\$22,000
I-57 MOT	Lump Sum	1	\$20,000	\$20,000	1	\$20,000	\$20,000	1	\$1,000	\$1,000
I-57 Ramp Closure/Reconstruction at Open Cut Box Culverts	Ea	0			2	\$32,600	\$65,200	0		
Temporary Barrier Wall	Ft	5300	\$35	\$185,500	5300	\$35	\$185,500	4800	\$35	\$168,000
Sediment Erosion Control Landscape Restoration (Turf): blanket, seed, ferts, 4" topsoil	Lump Sum	1	\$25,560	\$25,560	1	\$25,560	\$25,560	1	\$25,560	\$25,560
	Sq Ft	159975	\$1	\$159,975	172320	\$1	\$172,320	64980	\$1	\$64,980
Tree, 2" Calip, Balled/Burlapped	Ea	40	\$450	\$18,000	36	\$450	\$16,200	37	\$450	\$16,650
Detention Basin - Excavation	Cu Yd	460	\$38	\$17,480	423	\$38	\$16,074	368	\$38	\$13,984
Detention Basin - Landscape Restore (Native)	Sq Ft	5510	\$1	\$5,510	5070	\$1	\$5,070	4413	\$1	\$4,413
Detention Basin - Outlet Restrictor Structure	Ea	1	\$16,000	\$16,000	1	\$16,000	\$16,000	1	\$16,000	\$16,000

1

4260 foot proposed path

Item	Unit	Option A		Option B		Option C	
		Quantity	Item Price	Item Cost	Quantity	Item Price	Item Cost
40	Field Office	12	\$4,000	\$48,000	12	\$4,000	\$48,000
41	Construction Layout	1	\$12,000	\$12,000	1	\$10,000	\$10,000
42	Sub-Total			\$5,089,397			\$3,163,199
43	Mobilization: 4%			\$203,570			\$126,520
44	Contingency: 20%			\$1,017,900			\$632,700
45	Grand Total 2021 construction			\$6,310,867			\$3,922,419
46	Cost Per Foot improved =			\$1,490			\$930
47	Cost with 2% Yearly Inflation						
48	2022 construction			\$6,437,100			\$4,000,900
49	2023 construction			\$6,565,900			\$4,081,000
50	2024 construction			\$6,697,300			\$4,162,700
51	2025 construction			\$6,831,300			\$4,246,000
52	2026 construction			\$6,968,000			\$4,331,000
53	2027 construction			\$7,107,400			\$4,417,700
54	2028 construction			\$7,249,600			\$4,506,100

55 Requirements prior to ranking alternates and selecting preferred alternate

- 56 Create Typical section at each segment (Central-West Frontage, West Frontage-Bridge, Bridge-East Frontage, East Frontage-Matteson).
- 57 Check design for compliance with IDOT BDE, including additional parkway space in outside segments for light pole buffers (if path north side retaining walls needed).
- 58 Coordinate with IDOT regarding improvements to US-30 and to I-57 (anticipated, planned, or triggered by these alternates).
- 59 Federal Funds require improvements to remain useful for 20 yrs.
- Verify correctness of below assumptions

60 Assumptions

- 61 Does not include private utility relocation
- 62 I-57 and US 30 have no future planned widening/grade adjustments
- 63 Ped bridge has abuts/center pier in-line with US 30 abuts/piers
- 64 Does not include Engineering
- 65 Does not include Non-Special or Special/Hazardous Waste
- 66 No floodway/floodplain/wetland impacts
- 67 Frontage Rd ditch must be converted to closed drainage system
- 68 Widened US-30 does not trigger underbridge lighting for I-57 (exist system looks to have been removed)
- 69 Vandal/Debris protection fencing not required along widened bridge
- 70 Widening existing bridge does not trigger upgrading rest of bridge
- 71 Widening existing bridge still provided min clearance to low steel
- 72 All spoils hauled off-site
- 73 Box Culverts drain via gravity to existing open ditch system
- 74 Bike path along US-30 does not trigger mill/resurf of US-30